REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,599.—New Series. BOMBAY :—TUESDAY, JUNE 17, 1873. Subscription in Advance. { For a Year.....Rs. 42 / For Six Months ..Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

on the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship JAVA, 1,465 Tons, 180 H.P., Commander J. Ayers, will be despatched on THURSDAY, the 26th June 1873, at 4 P.M.

June 1873.		July 1873.	
Leave BOMBAY	26	,, Negapatam	9
,, Cuttack	28	,, Madras	11
July.		,, Coconada	12
,, Narrakal	2	,, Vizagapatam	14
,, Alleppy	3	,, Bimlipatam	14
,, Tuticorin	4	,, Gopalpore	15
,, Colombo	5	,, False Point	16
,, Galle	7	Arrive CALCUTTA	18

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

During the South-west Monsoon, viz., from 17th May 1873, to the end of August, it is uncertain whether communication can be maintained with the ports of Mangalore, Cannanore, Tellicherry, Calicut, Beypore, Cochin, and Alleppy, the Steamers will however call at these ports, weather permitting. Passengers for the Neilgherries can be landed at Narakel, six miles from Cochin whence they may proceed by back water to stations on the Madras Railway.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH.

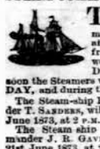
The s.s. PUNJAUB, 1,079 Tons, 200 H.P., Commander T. Saunders, will be despatched on WEDNESDAY, the 18th June, 1873, at 2 P.M.

June 1873.		July 1873	
Leave BOMBAY	18	Leave BUSREH	7
,, Kurrachee	23	,, Fao	7
,, Guadur	23	,, Koweit	7
,, Muscat	25	,, Bushire	9
,, Bunder Abbas	29	,, Linga	13
,, Linga	29	,, Bunder Abbas	15
,, Bahrein ..... July	1	,, Muscat	17
,, Guadur	3	,, Guadur	19
,, Fao	3	,, Kurrachee	22
Arrive BUSREH	4	Arrive BOMBAY	25

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will despatch a Steamer twice a week to Kurrachee commencing on WEDNESDAY, the 28th May. During the S. W. Monsoon the Steamers will leave on WEDNESDAY and SATURDAY, and during the fair weather on FRIDAY and MONDAY.

The Steam-ship PUNJAUB, 1,079 Tons, 200 H.P., Commander T. Saunders, will be despatched on WEDNESDAY, the 18th June 1873, at 2 P.M.

The Steam ship BURMAH, 1,025 Tons, 200 H.P., Commander J. R. Gavin, will be despatched on SATURDAY, the 21st June 1873, at 2 o'clock P.M.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander G. Bevis, will be despatched on WEDNESDAY, the 25th June 1873, at 2 o'clock, P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA	and	BOMBAY
on the 24th,		on the 1st
of each month.		

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£23	£15		Without Food.
Suez	36	22	8	
Port Said	38	24	9	
Alexandria	39	25	9–10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14–10	

Including Wines.

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamer from Bombay :—

PERSIA, on TUESDAY, 1st July 1873.
ARABIA, on FRIDAY, 1st August 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Rate-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.
Bombay, 8th November 1871.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS AND CALCUTTA.

THE S. S. SIR JOHN LAWRENCE will be despatched to the MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA, calling at the undermentioned Ports (weather permitting) :—

Leave Bombay	26th June.	Leave Alleppy	30th June.
,, Ratnagherry	21st ,,	,, Tuticorin	29th ,,
,, Vingorla	22nd ,,	,, Colombo	29th ,,
,, Goa	23rd ,,	,, Negapatam	1st July.
,, Carwar	24th ,,	,, Pondicherry	2nd ,,
,, Mangalore	25th ,,	,, Madras	4th ,,
,, Cannanore	26th ,,	,, Coconada	6th ,,
,, Tellicherry	27th ,,	,, Vizagapatam	7th ,,
,, Calicut	28th ,,	,, Bimlipatam	7th ,,
,, Beypore	29th ,,	,, Gopalpore	8th ,,
,, Narakal	29th ,,	,, False Point	9th ,,
,, Cochin	29th ,,	Arrive Calcutta	11th ,,

For Freight and particulars apply to the Undersigned.

J. A. SHEPHERD.

No. 33, Meadow Street, Bombay, 10th June 1873.

LIVER PILLS FOR INDIA AND THE COLONIES.

DR. KING'S DANDELION and QUININE LIVER PILLS (without Mercury), are the best remedy for Bile, Wind, Indigestion, Sick Headache, Spasms, Giddiness, Heartburn, Nervousness, Gout, and all disorders of the Stomach and Liver. They combine mildness in operation with the most admirable effects, and as an aperient cannot be surpassed. Manufactured by JAS. ROBERTS, 67, Mortimer Street, London, W., and sold all over the World by most Chemists and Medicine Vendors, at 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

LAMPS! LAMPS!!

FOR

KEROSINE, PETROLEUM, PARAFFIN.

WRIGHT AND BUTLER,

MANUFACTURERS AND EXPORTERS,

BIRMINGHAM.

Photographs and Books on application. Greatly improved designs. American Burners if desired. Chandeliers in great variety. Patentees of the celebrated

"ECLIPSE."—NO CHIMNEY BURNER!

All Orders must be sent through an English House, or accompanied by 60 days' draft.

BENTON AND JOHNSON,

MANUFACTURERS OF

GOLD AND SILVER THREADS

Of every description, for the

INDIA AND CHINA MARKETS,

Imitation Gold and Silver Threads, Braids, Lametta Tassels, Laces, &c., &c. Also all kinds of

MILITARY AND NAVAL ACCOUTREMENTS.

½ inch Rich Gold Lace	18s. 0d.	per yard.
1½ inch ,, ,,	12s. 0d.	,,
1½ inch ,, ,,	10s. 0d.	,,
1¼ inch ,, ,,	8s. 6d.	,,
1 inch ,, ,,	7s. 0d.	,,
1 inch ,, ,,	6s. 0d.	,,
1 inch ,, ,,	4s. 0d.	,,

Cheaper qualities made from 3s. to 2s. per yard. Gold Buttons for embroidering, 8s. per oz. Gold Lametta, according to length, from 7s. 3d. to 8s. 6d. per oz. Gold Trocing Braids, 10d., 14d., 1s. 4d., 1s. 9d., and 2s. 3d. per yard.

63, KING'S CROSS ROAD, LONDON.

5-20. Tea Lead, 437 10s. Per Ton.

SHIPPING.

OVERLAND ROUTE.

On Friday, the 20th June, 1873, at 3 P.M., from Masagon.

THE P. & O. Co.'s S. S. ORISSA, (1,646 Tons, and 300 H.P.) Captain W. Fenning, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Masagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Masagon, at 3 P.M., precisely, on the day of sailing.

GEO. F. HENRY,
Bombay, 13th June 1873. Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 30th June, at 3 P.M., from Masagon.

THE P. and O. Co.'s S. S. LOMBARDY, (2,513 tons and 450 H.P.,) will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 27th instant.

GEORGE F. HENRY, Superintendent.
Bombay, 16th June 1873.

SALES BY AUCTION.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

AUCTION SALE of very Valuable and handsome High Caste Arab Horses.

THIS DAY, TUESDAY, the 17th instant, at 4 P.M., Messrs. BENNETT & Co. are instructed to submit to Public Auction at their Rooms, by order of the Government of Bombay the following Horses :—

One	Grey showy	high caste	Arab Horse.
One	Do.	do.	do.
One	Do.	Dark Bay	do.

The above horses can be seen at Mahomed Bauker's Stable, Bhendy Bazaar.

AUCTION SALE of a very Valuable Stock of Law and Miscellaneous Books.

On THURSDAY, the 19th instant, Messrs. BENNETT and Co. are instructed to sub-mit to Public Auction, at their Rooms, by order of the Administrator General and of the Mortgagee, a valuable stock of Law and Miscellaneous Books, belonging to the estate of J. F. Cleary, Esq., deceased.

Catalogues are published, and the property is now on view.

AUCTION SALE of very valuable and handsome Household Furniture, Best Plated Rich Crockery and Glassware, a First Class Mahogany Grand Square Sympathetic Piano by Soundy and Co. nearly new, a Handsome English-built Barouche by Ness, made to order, a pair of Handsome Bay Australian Carriage Horses, sets of be t English German Silver Carriage Harness, a splendid collection of choice and rare Plants, &c., at No. 49, Malabar Hill.

On MONDAY, the 23rd instant, Messrs. BENNETT & Co. are instructed to sell by Public Auction at his residence, at the above-mentioned place, the very valuable and handsome household furniture, piano, carriage, horses, &c., the property of H. W. Payne, Esq.

Full particulars will be given hereafter.

BENNETT & Co.
Bombay, 17th June 1873.

NOTICES.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above, must not be confounded with

"EWBANK'S NAILS,"

the quality of which is so well appreciated as being far superior to that of any other make.

Dog Works :—NEWPORT, MONMOUTHSHIRE, ENGLAND.

BOOTS BY PARCELS POST FROM LONDON.

THOMAS D. MARSHALL,

Sends his First-Class Boots and Shoes for Ladies or Gentlemen

POST FREE

for One Shilling per pair, in addition to his Catalogue Prices.

LADIES' Kid Walking Boots, 18s. 6d. ; Enamelled on Glove Kid, beautifully made, 21s. ; Soft House Boots, Satinette or Mock Kid, 5s. 6d. ; Morocco, or Grey Linen Slippers, 3s. 6d.

GENTLEMEN'S Elastic Boots for Walking or Dress, 21's. ; Porpoise Hide Boots—very soft and strong—Elastic or Balmoral, 30s. ; Brown or Enamelled Riding Boots, 45s.

For size send a worn boot, or paper pattern of sole of boot.

Illustrated Catalogues sent Post Free.

All Orders must be accompanied by a remittance. Post Office Orders payable at Chief Office. Cheques crossed "Bank of England."

THOMAS D. MARSHALL,
192, OXFORD STREET, LONDON, W.

BEAUTIFUL HAIR

can only be obtained by the use of Rowlands' Macassar Oil. It prevents the Hair falling off or turning grey, strengthens weak hair, causes it to grow on bald places, and makes it beautifully soft, pliable and glossy. Price 3s. 6d., 7s., 10s. 6d. equal to four small, and 21s. per bottle.

IMPORTANT CAUTION.

Ask for Rowlands' Macassar Oil, and avoid all other cheap articles under the same or similar names as spurious imitations. Each genuine has a Glass Stopper instead of the Cork as formerly. All with the Cork are Spurious Imitations. This notice is deemed necessary, as the Proprietors have received intimation that a large quantity of Counterfeit, of the most pernicious quality, has lately been sent from France and Germany to India, South America and the Colonies under their names.

A BEAUTIFUL COMPLEXION

is obtained by the use of Rowlands' Kalydor, which allays all irritation and tenderness of the skin, removes cutaneous disfigurements, freckles and tan, and imparts a healthy and blooming appearance to the complexion and skin. During the heat, and dryness of Summer especially, and in cases of Sunburn and STINGS of INSECTS it is of the utmost use. Price 4s. 6d. and 9s. 6d. per bottle. Ask for "Rowlands' Kalydor," and see that their signature is a red ink on every bottle, as theirs is the only genuine.

WHITE AND SOUND TEETH

are indispensable to personal attraction, and to health and longevity by the proper mastication of food. Rowlands' Odonto, or Pearl Dentifrice, preserves and imparts a pearl-like whiteness to the teeth, eradicates tartar and spots of incipient decay, strengthens the gums, and gives a pleasing fragrance to the breath. Price 2s. 9d. per box. Ask for "Rowlands' Odonto," and see that their name is on the Government Stamp of every box.

ROWLANDS' ESSENCE OF TYRE

never fails to produce immediately a perfect change in Red or Grey Hair, Whiskers, Eyebrows, &c., to a beautiful glossy and permanent Brown or Black, which colour remains so durable that neither washing or perspiration can remove it. Price 4s., 7s. 6d., and 10s. 6d. per bottle.

All these articles have been used and justly appreciated by all the Sovereigns and Courts of Europe, the Pope of Rome, and the aristocracy of the world, during the last seventy years, being of inestimable value to those who have once used them. They are sold by all Chemists, Perfumers and Bazaars throughout India, the Colonies and South America.

A. ROWLAND & SONS,
HATTON GARDEN, LONDON, 20, PROPRIETORS.

CROSSE AND BLACKWELL'S

CELEBRATED OILMEN'S STORES,

ALL OF SUPERIOR QUALITY.

Pickles, Sauces, Syrups.
Jams in tins and jars.
Orange Marmalade.
Tart Fruits, Dessert Fruits.
Pongons, Lisbon Apricots and Peaches.
Mustard, Vinegar.
Fruits in Brandy and Noyeau.
Potted Meats and Fish.
Fresh Salmon, Oysters and Herrings.
Kippered Salmon and Herrings.
Herrings à la Sardine.
Pickled Salmon.
Yarmouth Bloaters.
Blackwall Whitebait.
Fresh and Findon Haddocks.
Pure Salad Oil.
Soups in Pint and Quart Tins.
Preserved Meats in tins.
Peas, Carrots, Beans, and other Vegetables.
Preserved Hams and Cheese.
Preserved Bacon.
Oxford and Cambridge Sausages.
Bologna Sausages.
Yorkshire Game Pâtes.
Yorkshire Pork Pâtes.
Tongues, Game, Poultry.
Plum Puddings.
Lea and Perrins' Worcestershire Sauce.

FRESH SUPPLIES OF THE ABOVE AND NUMEROUS OTHER TABLE DELICACIES MAY ALWAYS BE HAD FROM TREACHER & CO., BOMBAY AND POONAH, AND BULL & CO., BOMBAY ; AND EVERY STOREKEEPER.

CAUTION.

To prevent the fraud of refilling the Bottles or Jars with native productions, they should invariably be destroyed when empty.

Goods should always be examined upon delivery, to detect any attempt at substitution of articles of inferior brands.

Every cask is branded with crosse and blackwell's name.

CROSSE AND BLACKWELL,

PURVEYORS TO THE QUEEN,

SOHO SQUARE, LONDON.

At the Paris Exhibition of, 1867, THREE PRIZE MEDALS were awarded to CROSSE and BLACKWELL for the marked superiority of their productions.

NEW ADVERTISEMENTS.

GREAT INDIAN PENINSULA RAILWAY.

SPECIAL TRAINS FOR MATHERAN PASSENGERS.

NOTICE is hereby given, that the SPECIAL TRAINS from CALLIAN to NAREL on SATURDAYS, and from NAREL to CALLIAN on MONDAYS, for MATHERAN PASSENGERS, both running in connection with the Down and Up Callian Local Trains, will be DISCONTINUED until further Notice.

HENRY CONDER,
General Traffic Manager.
Bombay, 16th June 1873.

GREAT INDIAN PENINSULA RAILWAY.

CLOSING OF THE KHAMGAON STATE RAILWAY.

NOTICE is hereby given, that under instructions from Government, the KHAMGAON STATE RAILWAY will be CLOSED on and after MONDAY, the 23rd June, instant, and until further No ice.

The Trains now running between KHAMGAON and the JALAMB STATION of the Great Indian Peninsula Railway, will be DISCONTINUED after the 22nd instant ; and, after that date, all Notices of Lo al and Through Booking and arrangements for Passengers and other Traffic will, so far as they relate to the Line between Jalamb and Khamgaon, be cancelled and withdrawn.

HENRY CONDER,
General Traffic Manager.
Bombay, 16th June 1873.

BOMBAY FOOTBALL CLUB.—The first GAME, advertised to take place TO-MORROW, has been POSTPONED until TUESDAY, the 24th instant.

W. M. TENNENT,
Honorary Secretary.
17th June.

In the matter of Act XXVIII. of 1865, and in the matter of the Estate of GOVIND HURRY WALEKUR.

THE FINAL ACCOUNT of the abovenamed Estate and Vouchers have THIS DAY been FILED in the Office of the Prothonotary of the High Court at Bombay.

W. ADAMS,
Man ging Trustee.
Bombay, 16th June 1873.

NOTICE is hereby given, that the PARTNERSHIP for some time past carried on by the Undersigned under the Firm of KING & Co., at Bombay and Liverpool, has THIS DAY been DISSOLVED by mutual consent.—Dated this 1st day of June 1873.

NANABHOY BYRAMJEE JEEJEEBHOY.
ROBERT WOOD BARKER.
BRYAN MEYRICK KING.
FRANK GEORGE JEFFERSON.

With reference to the above Notice, the Undersigned will continue to carry on the Firm of KING & Co. at Bombay under that name on his own account.

FRANK G. JEFFERSON.
Bombay, 2nd June 1873.

NOTICES.

F. BRABY AND CO., LIMITED,
FITZROY WORKS, EUSTON ROAD, LONDON,
MANUFACTURERS OF

IRON BUILDINGS AND ROOFS,
VERANDAHS IN EVERY DESIGN,
WROUGHT IRON TANKS IN ANY FORM AND SIZE,
GALVANIZED CORRUGATED IRON, ZINC ROOFING, SHEET AND PERFORATED ZINC,
WROUGHT IRON WORK OF ALL DESCRIPTIONS MADE TO ORDER.

Estimates submitted on application.

The Company having recently made large additions to their premises and machinery, are in a position to execute orders with great promptitude.

YARROW & HEDLEY'S

SMALL STEAMERS AND STEAM LAUNCHES,
BUILT OF WOOD, IRON, OR STEEL.

23 feet long...seats for 8 persons...complete from £192 to £270.
30 feet long...seats for 14 persons...complete from £260 to £350.
37 feet long...seats for 20 persons...complete from £324 to £430.
43 feet long...seats for 30 persons . complete from £476 to £610.
50 feet long...seats for 60 persons...complete from £860 to £1,040.
&c. &c. &c.

Steamers up to 45 feet in length can be transported on a ship's deck entire, and ready for immediate use on arrival, or shipped in 3 or more sections.

The above may be used for conveying passengers, carrying cargo, or as tugs.

The total working expenses of a Steamer 43 feet long, amount to 15 shillings a day in England ; the consumption of fuel being about 6 cwt., and a man and a boy the crew required.

Paddle and Screw Steamers constructed specially for river navigation, having a very shallow draught of water.

MACHINERY SUPPLIED FOR BOATS BUILT ABROAD.

YARROW & HEDLEY,
Engineers and Builders, Isle of Dogs, Poplar, London.
Prospectuses may be obtained at the Office of this Journal.

FRAUD.

On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the

LABELS

Of Messrs. CROSSE and BLACKWELL,

London, and was sentenced by Mr. Justice Phear to

TWO YEARS' RIGOROUS IMPRISONMENT ;

And on the 30th of the same month, for

SELLING SPURIOUS ARTICLES

Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, which conviction was confirmed, by the Suburban Magistrate at Scaldah, to

TWO YEARS' RIGOROUS IMPRISONMENT.

CAUTION.—Any one selling *spurious Oilmen's Stores*, under Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all such jars when emptied. The GENUINE Manufactures, the Corks of which are all branded with Crosse and Blackwell's name, may be had from every respectable dealer in India.

KEATING'S

PERSIAN INSECT-DESTROYING POWDER,

AS SUPPLIED TO HER MAJESTY'S GOVERNMENT, THIS POWDER IS QUITE HARMLESS TO ANIMAL LIFE, but is perfectly unrivalled in destroying Fleas, Bugs, Ants, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insects in all stages of metamorphosis.

Sold in Packets, Tins, and Bottles of various sizes.

KEATING'S BON BONS OR WORM TABLETS,

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Tins and Bottles of various sizes by all Chemists and Druggists.

THOMAS KEATING,
London, Export Chemists and Druggist.
Sold Retail by TREACHER & Co., Bombay and Poona.

SARSAPARILLA.

WILKINSON'S Essence or Fluid Extract of RED JAMAICA SARSAPARILLA, prescribed by the Faculty for Purifying the Blood, Debility, Liver Complaints, and freeing the system from the effects of Mercury ; exclusively used in India and the Colonies as a Prevention to Tropical Diseases.

"Superior preparation that may always be relied upon."—Sir Astley Cooper.

"We are in every respect satisfied with it."—Lancet.

"We recommend your Sarsaparilla as the best."—Medical Review.

Sold in ½, ¾, and Pint Bottles.

Caution.—Many spurious, worthless, and injurious preparations are offered to the Public ; see that both Bottle and Label have the Name and Address, also Trade Mark (W in a diamond).

QUINTESSENCE of JAMAICA GINGER and CAMOMILE WILKINSON'S preparation of Ginger and Camomile has long been deservedly known as an excellent domestic medicine. It is a most efficient Stomachic Tonic, and the best remedy for Flatulency and disorders arising from impaired digestion.

It is not affected by climate.

No European in India or Tropical Countries should be without it.

Sold in ½, ¾, and ¾ Pint Bottles.

AROMATIC TINCTURE or QUINOIDINE.

For the prevention of Fever, Ague, and effects of Malaria.

An unfailing remedy.

It may be mentioned that those who, during the campaign in the Crimea, daily took a small quantity, passed entirely unharmed through the raking fire of Fever and Dysentery that thinned the ranks around them.

Sold in Half and Quarter-pint Bottles.

Prepared only by Thos. Wilkinson, 270, Regent Street, London BOMBAY.

Wholesale and Retail Agents, Treacher & Co., Limited, Medical Hall, Byculla, and Fort, Poona.
And of all the principal Firms in India and the Colonies.

DR. J. COLLIS BROWNE'S CHLORODYNE

IS THE ORIGINAL AND ONLY GENUINE.

The Public are CAUTIONED against the unfounded statement, frequently made, "that the composition of CHLORODYNE is known to Chemists and the Medical Profession." The fact is, CHLORODYNE was Discovered and Invented by Dr. J. COLLIS BROWNE (ex Army Medical Staff), and so named by him, and it has baffled all attempts at analysis by the first Chemists of the day. The method and secret of the preparation have never been publi-hed. It is obvious, therefore, that anything sold under the name, save Dr. J. COLLIS BROWNE'S CHLORODYNE, is a spurious imitation.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. COLLIS BROWNE was undoubtedly the Inventor of CHLORODYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effect in the most distressful cases, while medical men extol its virtues most extensively, using it in great quantities in the following diseases :—Cholera, Dysentery, Diarrhœa, Colics, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.

EXTRACTS FROM MEDICAL OPINIONS.

The Right Hon. Earl Russell communicated to the College of Physicians, and J. T. Davenport, that he had received information to the effect that the only remedy of any service in Cholera was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, *Esq.*, late Inspector of Hospitals, Bombay.—"CHLORODYNE is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (Dec., 1865) that in nearly every case of Cholera in which Dr. J. COLLIS BROWNE'S CHLORODYNE was administered, the patient recovered.

Extract from *Medical Times*, Jan. 12, 1865.—"CHLORODYNE is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not supply a want and fill a place."

CAUTION.—None genuine without the words "Dr. J. COLLIS BROWNE" on the Government stamp. Overwhelming medical testimony accompanies each bottle.

Sole Manufacturer—J. T. DAVENPORT, 33 GREAT RUSSELL ST., BLOOMSBURY, LONDON

Sold in Bottles at 1s. 1½d., 2s. 9d., and 4s. 6d.

WANTED.

WANTED, for the DELHI MUNICIPALITY, a CIVIL ENGINEER. His first duty will be to make a project, with Plans and Estimate, for laying water on to, and for Draining the, Streets of Delhi ; and therefore preference will be given to the Candida'e who can produce Certificates of experience in those matters.

Applications with Terms and Testimonials to be sent in to the President of the Municipal Committee by the 30th September next.

A liberal Salary will be allowed according to qualifications.

T. J. HADDIS, Secretary.
Delhi, Punjab, 13th May 1873.

HOUSES, &c, TO LET.

TO LET AT POONA.

SEVERAL COMMODIOUS BUNGALOWS, FURNISHED and UNFURNISHED, situated in the Civil Lines, either for the Season or by the Year. For further particulars apply to Messrs. DAVID SASSOON & Co., Bombay, or to Mr. PESTONJEE BOMANJEE, Garden Reach, Poona.

DAVID SASSOON & Co.
Bombay, 13th June 1873.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER AND CO.'S
WHITE LABEL COGNAC,
Rs. 20 per dozen.

TO THE TRADE ONLY.

MESSRS. MARTELL & CO.'S BRANDIES.

Martell's one Star.
Martell's two Stars.
Martell's three Stars.

C. BOUNEVIALLE & Co.
Sole Agents.
9 Hummum Street, Fort.

TO THE TRADE ONLY.

MESSRS. BISQUIT DUBOUCHE & CO.'S BRANDIES.

Biscuit Dubouche & Co.'s one Star.
Biscuit Dubouche & Co.'s two Stars.
Biscuit Dubouche & Co.'s three Stars.

C. BOUNEVIALLE & Co.
9 Hummum Street, Fort.

WM. YOUNGER & CO.'S ALES,
INDIA PALE ALE,
DOUBLE STRONG ALE, AND
EXTRA STOUT,

are brewed and bottled under an improved system, and are specially prepared for Indian consumption, with all the care and skill acquired by long experience.

Wm. Younger & Co.'s Bottled Beers for export are only guaranteed genuine when protected by their Patent Capsules, and they are obtainable from most of the leading retail dealers throughout the world.

ESTABLISHED 1749.

ABBEY & HOLYROOD BREWERIES, EDINBURGH.

VOLKART BROTHERS'

PRICE LIST OF WINES AND SPIRITS.

CHAMPAGNE.

REAL DRY VEUVE CLICQUOT, per case of 1 doz. qts.			Rs. 40
GOLD NECK CHAMPAGNE, very dry	,,	,,	,, 30

STILL HOCKS.

Liebfraumilch	...	...	...Rs. 20 per doz. qts.
Steinwein	...	...	... ,, 20 ,, ,,
Rudesheimer	...	...	... ,, 24 ,, ,,
Hochheimer	...	...	... ,, 24 ,, ,,
Marcobrunner	...	...	... ,, 30 ,, ,,
Hochheimer Yserberg	...	...	... ,, 30 ,, ,,
Laubenheimer	...	...	... ,, 15 ,, ,,

CLARETS.

St. Estephe Medoc	...	...	...Rs. 9 per doz. qts.
Chateau de Franda	...	...	... ,, 14 ,, ,,
Vray Canon	...	...	... ,, 18 ,, ,,
Chateau Leoville	...	...	... ,, 24 ,, ,,
Chateau Lafite	...	...	... ,, 28 ,, ,,
Chateau Lamotte	...	...	... ,, 14 ,, ,,

VERMOUTH.

Inferior quality	...	...	...Rs. 9 per doz. qts.
Superior quality	...	...	... ,, 12 ,, ,,

ITALIAN CLARET.

In Barrels containing 50 gallons and above, Rs. 125 each. The same Wine bottled here at Rs. 6-8 per doz.

10 per Cent. Discount on taking 10 dozen or more.

CHOICE ITALIAN WINES.

Barbera Amaro Spumante (Sparkling)			Rs. 12 per doz. qts.
Barbera Amaro Secco	...	(Still)	... ,, 12 ,, ,,
Brachetto	...	...	... ,, 12 ,, ,,
Barolo	...	...	... ,, 12 ,, ,,
Nebiolo	...	...	... ,, 12 ,, ,,
Moscato Bianco	...	...	... ,, 12 ,, ,,
Passito Forzato	...	...	... ,, 12 ,, ,,

BRANDIES.

Tricoche & Co.	(Blue Capsule), 1868		...Rs. 16 per doz. qts.
Ditto	(Red Capsule), 1865	...	... ,, 17 ,, ,,
G. Martineau	...	...	... ,, 18 ,, ,,
Blanchy Frères & Co.'s	...	...	... ,, 18 ,, ,,
H. and C. Balaresque	...	...	... ,, 18 ,, ,,

CHEESE.

Gruyere Cheese, weighing from 40 to 50 lbs. at 14 As. per lb.
Bombay, 24th April 1873.

NOTICES.

ANTIPELLICULAIRE versus SCURF and IRRITATION of the HEAD.—Of all the reasons which cause falling off of the hair, greyness, baldness, &c., none are so prolific as Scurf. MAZET and Co.'s ANTIPELLICULAIRE is the only cure certain in its results—an indispensable gem, which, from its fresh and delicate perfume, no toilette-table should be without. On this account it will supersede all pomades is invaluable to young and old, a luxury after the bath, a boon in the nursery, antiscorbutic and eradicates pimples. With, regard to hair it is the discovery of the day.

Sold in elegant Toilet Jars, 3s. each.

MAZET and Co., 109, Bishopsgate-street within London.

FAVRE, LEUBA, & Co.

ARRIVED

BY THE LAST MAIL

A SMALL CONSIGNMENT OF

CARRIAGE CLOCKS,

WITH ALARM, DAYS, AND DATES,

STRIKING AND REPEATING THE HOURS AND HALF HOURS,

FOR RUPEES 195.

TEAS! TEAS!! TEAS!!!

SEASON 1872-73.

THE Undersigned have always on hand the well-known and much appreciated Himalayan

DUMLOTE TEAS,

which have a richness and delicacy of flavour second to no Tea produced in India. These Teas are grown on the same range of Hills as the celebrated KOUSANIE TEAS, and manufactured by men trained under the Chinese Tea Makers on the Kousanie Plantation :—

	Cash.	Credit.
	Rs. a.	Rs. a.
SOUCHONG, in 1 lb. Packets	Per lb. 1 12	2

COMMERCIAL INTELLIGENCE.

MONDAY, 16TH JUNE 1873.

In Exchange on London rates have very little changed for the opening of business for this mail, nor is there many bills offering.

Government Securities are still higher, and firmly held at our quotations.

Bank Bills, 6 months' sight	1s 11d. to 1s. 11 1/16d.
Credit Bills, do.	1s. 11 3/16d. to 1s. 11¼d.
Documents, do.	1s. 11¼d.
Bank Bills, 3 months' sight	1s. 10 11/16.
Credit do.	1s. 10 27/32d. to 1s. 10 ¾d.
Documents, do.	1s. 10 15/16d.
Bank Bills, demand	1s. 10¾d. to 1s. 10 7/16d.

On Calcutta Bank Bills, 60 days' sight.	99⅞ to 99½
Do. demand	100 3/16
On Madras, 30 days' sight	99½ nominal.
Do. demand	par.
On China House Bills, 60 days' sight, 231 to 233½.	

GOVERNMENT SECURITIES.

Five-and-a-half per, cent.	111 to 111½
Four & half per cent.	105½
Four per cent.	103½
Four & half per cent. (Public Works Loan)	106
Five per cent. Debenture Loan, 1866-67	103½
15 years' Debenture Loans	109½
10 years' do. do.	105
8 years do. do.	103
Six per cent. Municipal Loan House Rate	112
Do. Do. Market Rate	112
New French Loan 5 per cent. fully paid up of 1871 and 1872	92
New French Loan instalment paper of 1872	94
Paris Municipal Loan (Debenture Rs. 117) per Bond	115.

Rates of discount at New Bank of Bombay—	
Loans on Government Paper on demand	4½ per cent.
Fixed Loans on do. to 3 months'	5½ ,,
Do. do. over 3 do.	6½ ,,
Do. on Merchandise	7½ ,,
Cash Credit do. to 3 months'	6½ ,,
Do. do over 3 do.	6½ ,,
Do. do.	7½ ,,
Bank Bills	6½ ,,
Mercantile Paper	8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8-6
Carolas	290
Mexican Dollars	222
Five-Franc Pieces	221½
Bar Silver	107½ to 107¾
Gold Leaf	16-11-6
Bar Gold 10 oz. English 100 touch	16-14
Australian Gold ... 100 touch	16-13

FREIGHT REPORT.

MONDAY EVENING.

The small lots of cotton shipping continue to be engaged by steamers at £2-5-0. Linseed and wheat are shipping at the same rate. By sailers scarcely any demand: rates vary from £1-15-0 to £2-0-0. The Limerick Lass has been settled, Kurrachee to Hongkong, Rs. 4 per bale.

London	Cotton, Cases, Seeds	No ships.
Liverpool	Iron Ships Cotton	£2 0s. 0d.
	Wooden Ships ,,	£1 17s. 6d. £2 0s. 0d.
	Myrabollams	£1 10s. 0d. nominal.
	Coir bale	£0 10s. 0d. nominal.
	Seeds	£1 17s. 6d.
Havre	Cotton, Coffee	£3 0s. 0d.
Overland Steamers—		
Venice		£3 0s. 0d. nominal.
Trieste		£3 0s. 0d. ,,
Liverpool		£3 0s. 0d. ,,
Havre Cotton		£3 3s. 9d.
Liverpool via Suez Canal	Wheat	£2 8s. 0d.
	Seeds	£2 5s. 0d.
	Cotton	£2 5s. 0d
China	Steamer Cotton	Rs. 20 to 25 per ton.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 4 per bale nominal.
Calcutta	Salt	Rs. 3½ per ton.
Calcutta to Bombay		Rs. 15 Port charges.
Mauritius		Nothing doing.

BOMBAY BILL AND STOCK LIST.

MONDAY AFTERNOON.

Market firm for Bank of Bombay and Colaba Land shares at quoted rates. Frore shares declining. Spinning shares a shade lower. Bombay United Spinning shares were in great demand at Rs. 1,125.

BANKS.

No. of Shares	Nominal value of Sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	82
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,423
19,000	500	all	5 p.ct.	Do of Bombay New	781½
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	367½
8,350	1,000	all	5 p.ct.	Do of Madras	1,120
10,000	250	all	8 p.ct.	Chartered Mercantile Bk of I. L. & China	175
40,000	281½	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
80,000	250	125	4 p.ct.	National Bank of India	112
10,000	250	all	12 do	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	21	3-6	p.c	G. I. P. Railway Consolidated Stock
.....	£20	10	7-8	do.	Do. New £20 Shares
.....	£20	4	10-7	do.	Ditto
.....	£100	1,000		do.	B. B. & C. I. Railway Co.
.....	£18	19	5-8	do.	Do. New Shares

237				
126				
1,125				

LAND COMPANIES.

4,000	3,000	all	Rs. 77	Colaba Land Co	1,565
9,000	150	all	Nil.	Frere Land & Pier Co. Ld	98
750	2,000	2,000	31p.a.	Mazagon Land	935
1,700	1,000	all	15p.a.	Port Canning Land Company, Limited	447½

PRESS COMPANIES.

150	5,000	2,850	150 ps.	Akbar Cotton Press Co.	1,900
200	2,000	1,100	150 do.	Albert Co. Kurrachee	825
100	500	all	10 p.ct.	Albert King Co	550
250	3,000	850	Nil.	Alexandra Press Co	240
150	12,000	11,000	100 ps.	Apollo Press Co	6,700
200	2,000	all	200 ps.	Bombay Press Co	1,475
200	500	all	50 p.a.	Do New	375
350	1,000	1,000	100 ps	Broach Cotton Co	810
100	1,500	...	...	Carwar Company	1,100
1,887	40	...	40 *	Colaba Press Co	5,500
350	9,000	all	2[illegible] ps.	East India Press Co	2,400
150	8,500	all	500 *	Fort Press Co	6,700
300	2,000	1,800	75 ps	Framji Cowasji Press Co.	625
300	1,000	all	200 ps	French Press Co	725
200	6,000	6,000	228 ps	Hydraulic Press Co	1,900
200	5,000	1,740	75 ps	Imperial Press Co	810
200	400	350	42½ p.a.	Mofussil Press & G. Co.	662½
120	2,500	all	250 ps	Prince of Wales Press	2,100
200	1,000	250	...	Sassoon's Press Co	400
400	850	750	135 ps	Scinde Press Co	460
180	1,000	750	...	Scinde and Punjab Cotton Press Co., Limited	1,075
225	2,000	1,000	Rs. 85	Victoria Press, Madras	1,050xd
160	850	all	8 p.ct.	Vic. Cot. Gin & Press Co.	1,000
450	1,000	...	...	Volkart United Press Co.	925

* Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	100 ps.	Bombay Burmah Trading Corporation	1,[illegible]
1,000	50	all	4 p.ct	Bombay Gas Company	65
500	500	300	15 ps.	Landing and Shipping Co. of Kurrachee Ld.	150
2,150	200	100	7 p.c.	Malabar Company Ld.	100
1,000	50	all	12 ps.	Mechanics F'd'g's Co.	73
2,000	500	all	45 ps.	Treacher & Co	355
2,000	250	all	40 ps.	Viegas Patent Slip Co	60

BANKS IN LIQUIDATION.

		Date of Liquidation.		
.....	95	19½	...	Bank of China
.....	250	2	Mar. '66	Central Bank
.....	...	...	...	East India Bank
.....	200	13	Feb. '67	Indian Peninsula
.....	200	75½	May '67	Royal Bank

1	
1	
1	
1	
2	

SALES AND PURCHASES.

PIECE GOODS.

The market continues quiet but steady, and there is no change to report in prices. The demand, however, for 8¼ lbs. Shirtings has become little more active, but we have no change to report in their price. The following sales are reported to have been made by European firms yesterday :—

250	pieces	Grey	Shirtings	40 in. 29 yds. 8¼ lbs.	at Rs.	5	13 6
250	,,	,,	,,	40 ,, 29 ,, 8¼ ,,	at ,,	5	14 6
1,000	,,	,,	,,	40 ,, 39 ,, 8¼ ,,	at ,,	5	12 0
500	,,	,,	,,	40 ,, 39 ,, 7 ,,	at ,,	4	13 0
5,000	,,	,,	Madapollams	32 ,, 24 ,, 3 ,,	at ,,	2	3 0
2,400	,,	Coloured	Muslins	30 ,, 12 ,,	at ,,	1	12 0
500	,,	Orange	Cambric	24 ,, 28 ,,	at ,,	2	7 0

COTTON.

The market closed quiet, with an active demand at lower rates. The following are our closing quotations :—

Comrawuttee	at Rs. 202 to Rs. 204	
Akote	at ,, 208 to ,,	209
Broach M. G.	at ,, 210 to ,,	222
Ringunghaut	at ,, 225 to ,,	228
Mowa & Bhow	at ,, 205 to ,,	207
Sawgimned	at ,, 212 to ,,	214
Compta & Viegoria	at ,, 186 to ,,	188

The following purchases are reported to have been made by European firms yesterday :—

50	candies New	Bhownuggur	at Rs.	206
50	,, ,,	,,	at ,,	205½
50	,, ,,	Dhollerah	at ,,	204½
75	,, ,,	Sawgimned	at ,,	212 to 214
25	,, ,,	Wadwan	at ,,	203½
50	,, ,,	,,	at ,,	203
100	,, ,,	Veerawal	at ,,	180

YARNS.

3,000 lbs. Water No. 30's	at 11¼ as. per lb.
1,200 lbs. Medeo No. 20 to 100's	at 21 to 29 as. per lb.
1,800 lbs. Turkey Red No. 40's	at 23 as. per lb.

NEW BANK OF BOMBAY (LIMITED).

STATEMENT of the affairs of the New Bank of Bombay (Limited) as on the 14th June, compared with the statement issued on 7th June :—

LIABILITIES.	7th June. Rs.	14th June. Rs.
Proprietors Capital :—		
First Issue of 10,000 Shares of Rs. 500 each, fully paid	Rs. 50,00,000	
Second Issue of do. of Rs. 100 do.	,, 10,00,000	
	60,00,000	60,00,000
Reserve Fund, invested in Government Securities	10,75,000	10,75,000
Government General Treasury Balances at Head Office	1,95,80,723	168,20,529
Do. do. do. at Branches.	55,69,776	55,63,558
Other Deposits	1,44,75,969	153,84,798
Post Bills	58,933	58,253
Cash Credits, undrawn	5,83,239	6,92,383
	Rs. 4,70,83,240	455,94,521

ASSETS.		
Government Securities	79,14,266	80,15,212
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	18,71,139	18,18,266
Loans, on Security of do. do.	20,24,159	17,95,957
Current Accounts, overdrawn	17,771	5,788
Bills Discounted	1,41,83,032	133,01,256
Stamps	5,417	5,291
Dead Stock Rs. 4,99,914		
Amount applied in reduction ,, 75,000		
	4,24,914	4,24,914
Bullion	6,96,785	6,96,359
Cash Balances with Correspondents	7,71,585	7,02,030
Cash and Currency Notes	1,91,84,162	189,66,502
	Rs. 4,70,83,240	455,94,521

SHIPPING.

ARRIVALS.

June.	Vessel.	Commander.	From.
15	Torino (s)	Corrino	Colombo, May 24.
16	John Byers	Davies	Chittagong, April 5.
16	Burma (s)	Gavin	Kurrachee, June 13.
	Persia (s)	Mercello	Genoa, May 24.

DEPARTURES.

June.	Vessel.	Commander.	Destination.
16	Augusta	Raynes	Liverpool.
	Mirzapore (s)	Parish	China, &c.
	Timor (s)	Brown	Liverpool via Canal.

The ship New Era, Babson, for Liverpool, obtained her port clearance yesterday.

DAILY IMPORTS.—16TH JUNE.

FROM LIVERPOOL.

Knight Companion, 200 boxes bar soap, S Heptcola ; 6 packages glassware, N Khammahomed.

Doxford, 50 packages glassware, A Sachoo ; 66 packages glassware, S Ruzuba''y ; 22 packages earthenware, E Noormahomed ; 10 packages earthenware, N Canjee.

FROM LONDON.

Elgin, s, 150 cases claret, Cutler Palmer, and Co. ; 8 boxes brandy, Hudson and Co. ; 25 boxes brass sheet, Punnett and Co. ; 8 cases clocks, M Megjee ; 8 boxes gunpowder, B M Punthukey.

Palermo, s, 12 cases champagne D S Kemp and Co.

British Consul, 85 cases claret, National Bank of India.

Prince Oscar, 25 cases wine, National Bank of India.

Sir John Lawrence, 15 cases sherry, National Bank of India.

Tagus, s, 56 cases sherry, National Bank of India.

Milwall, 50 cases orange bitters, National Bank of India.

Canning, 24 cases sherry, National Bank of India.

Janet Court, 50 cases matches, A Dawoodkhan ; 20 cases papers Narronjee Sewjee.

Yeddo, s, 61 cases sherry, 20 cases claret, and 10 cases hock, Cutler, Palmer and Co.

FROM GLASGOW.

City of Tanjore, 70 cases ginger wine, National Bank of India.

FROM BORDEAUX.

Burdigala, s, 8 casks brandy, E M Settna.

FROM GENOA.

Arabia, s, 50 cases brandy, N Ardaseer and Sons.

DAILY EXPORTS.—16TH JUNE.

FOR LIVERPOOL.

Gardner Colby, 300 bales cotton, Finlay Scott and Co.

Orissa, s, 101 bales wool, N Khatow.

Pocohontas, 19 cases cardamoms, G Mcoljee ; 40 bales cotton G Runchord ; 100 bales ropes, J Groculdass ; 25 bales cotton A Moosanee ; 90 bales cotton, V Ebram and Co.

Glee Maiden, 2 bales cotton, G Futtaychund ; 200 bags linseed, M Lalldass.

Sandringham, 1 bale cotton, Framjee Sands and Co.

Alpine, 500 bales cotton, Finlay Scott and Co.

Centurion, 2 bales cotton, B Bhugajee ; 75 bales cotton, C Mhadewdass ; 52 bales cotton, R Martin and Co.

Eleanor, 20 bales cotton, Peel Cassels and Co.

City of Dublin, 250 bundles gails, M Framjee ; 300 bales cotton Ritchie, Stewart an d Co. ; 100 bales cotton, G Lockart & Co

Celtic, s, 290 bags wheat, W Nicol and Co. ; 3,500 bundles coir yarn, S. Mooljee ; 4 bales wool, J O Yajnik ; 22 bales wool, S Kunatray ; 50 bales wool, N Vituldass ; 35 bales wool C Nensy ; 118 bales wool, Finlay Scott and Co. ; 100 bales wool, J D Vuria ; 3 bales wool, D Sajuram ; 40 bales wool M Hurree ; 50 bales wool, H Gangjee ; 71 bales wool, S Tyabjee and Co. ; 1,535 bags linseed, S Sasson and Co ; 81 bales cotton, Watson Bogle and Co. ; 39 bales cotton, H Tribhovandass ; 50 bales cotton, Wallace and Co.

Elgin, s, 37½ bales wool, N Bojraz ; 109 bales cotton, Peel, Cassels and Co. ; 55 bales wool and 149 bales cotton, V Ebram and Co. ; 100 bales cotton, Wallace and Co.

Redewater, s, 41 bales skins, M Sorajeodin and Co ; 35 bales wool, L Lachmidass ; 50 bales wool, M Jaiba ; 60 bales cotton, K Ramjee ; 100 bales cotton, V Jeetadass ; 45 bales cotton, H Manockram ; 51 bales wool, C Pittamber.

FOR LONDON.

Orissa, s, 12 bales skin, P Damjee.

FOR HAVRE.

Friga, 55 bales cotton, V Cumumchund.

Orissa, s, 48 bales cotton, M H Cazuane ; 150 bales cotton, G Lockhart and Co ; 100 bales cotton, Kunbler Preiswerck and Co.

FOR FALMOUTH.

Rapide, 75 bales cotton, Knoop and Co.

FOR HONGKONG.

Mirzapore, s, 2 boxes silver coin, H E H Habib ; 50 chests M opium, N Kessow and Co.

COLABA OBSERVATORY.

Results of Meteriological Observations made at the Government, Observatory, Colaba, Latitude 18 deg. 53m. 45s. N., L, 4h. 51m., 12·3 East, Height of Barometer above the Sea-37 feet.

June.	Means of Observations taken at 6 A.M., 10 A.M., 2 P.M., 4 P.M., and 10 P.M. Barometer corrected to 32 deg. Fah.	Temperature of the Air.	Wet-bulb Thermometer	Dew Point.	Relative Humidity of Air	Extent of Cloudy Sky (the whole Sky being 10)	Maximum temperature of Air read at 9½ A.M. on following day.	Minimum temperature of Air read at 9½ A.M.	Wind. General Direction.	Movement in 24 hours.	Rain Gauge 4 feet above the Ground.
	In.	O	O	O		O	O	O		Mls.	In.
9	29·595	82·6	78·9	77·6	·850	8·0	85·4	79·4	SE, SSE, S, SSE.	720	0·22
10	·650	80·1	78·2	77·6	·921	8·0	82·4	77·8	SSE, WSW, S, SSE, S, WSW, SW, WSW, SSE.	558	0·58
11	·602	78·9	77·1	76·5	·926	8·0	83·6	75·3	SSW, SE, WSW, SSE, WSW, S, SSE.	458	1·60
12	·548	81·5	79·2	78·5	·907	8·0	83·6	77·8	SW, SSW, SW, SSW, WSW, SSW, SW.	504	1·30
13	·565	78·7	77·7	77·3	·952	8·0	82·3	77·5	SW, SSW, SW, SSW, WSW, SW, SSW, W.	399	2·52
14	·654	83·8	80·1	78·9	·855	7·4	86·0	81·5	WSW, SW.	453	0·16
15	·661	82·1	79·6	78·2	·827	7·2	86·9	79·4	SW, W, WSW.	474	0·08

Fall of Rain during the Week	0·46
Registered between 1st January and 8th June	7·05
Total Fall of Rain between 1st January and 15th June	13·5

WEATHER REPORTS.

Cannanore, 16th June, 11-40 P.M.—Weather cloudy, wind west, thermometer 79, rainfall 1 inch 40 cents.

Mangalore, 16th June, 10 A.M.—Weather fair, wind south-west, thermometer 85, barometer 29·74, rainfall 90 cents.

Tellicherry, 16th June, 5 P.M.—Weather fine, wind westerly, thermometer 85, barometer 29·75.

Vingorla, 16th June, 5-30 P.M.—Weather clear, wind south-west, thermometer 88, rainfall 5 cents.

MILITARY.

ARRIVAL.—JUNE 14.

O'Grady, Captain, 15th M. N. I., on sick leave, from Nowgong.

DEPARTURE.—JUNE 13.

Murphy, Quartermaster, Bengal, 19th Regiment, on medical certificate, to England.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.		After-packet
United Kingdom	June 20	3-30 P.M.	...	4-30 P.M
Kurrachee	,, 21	11 A.M.	...	12 A.M.
Persian Gulf via Kurrachee	,, 18	11 A.M.	...	12 A.M.
China	,, 20	4-30 P.M.	}	No after
Australia	,, 28	4-30 P.M.	}	packet.
Mauritius, Reunion, &c.	,, 0	3-30 P.M.	...	4-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay during the Monsoon on Fridays, at 5 P.M.

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns, up to 1-30 P.M.

Registered Letters up to 1 P.M. Letters presented for registration after that hour will be received up to 3 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 3-30 to 4-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 3 P.M. up to starting time (5 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873 :—

	Present Rate per ½ oz. Annas Pies.	Revised Rate per ½ oz. Annas Pies.
Austria, Luxemburg German States, Austrian Post Offices in Turkey	8 8	8 0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	9 4	9 0

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails, which came into force from the 11th June and will continue so until further notice :—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kussara, Egutpoora, Nasick, Munmar, Nandgaum, Chalisgaum ; and these from Bhosawul to Jubbulpore and Bhosawul to Nagpore	8 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhosawul only.	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. Railway, as far as Poona, Deccan, and Madras Presidency ; also for Ahmednuggur and Senoor	11-30 A.M.	12 NOON.	11-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona, Deccan, and S. M. Country	7-30 A.M.	8 A.M.	5 P.M. of previous day.
For ditto to the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous days.
For ditto in Southern Concan, i.e., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	.....	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

LETTERS.—There are six deliveries in Bombay every day ; at 8 A.M., 10 A.M., 11-30 A.M., 12-30 P.M., 2 P.M., and 5 P.M. The inland post goes out at 8 A.M., for Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, and Bengal, and all post towns on the north-east line of the G. I. P. Railway ; for Poona, Southern Maratha Country, and Madras Presidency at 11-30 A.M. ; and for Scinde, Kattywar, and Cutch at 4 A.M. ; for the South Eastern line as far as Poona, 7-30 A.M. The Overland Mail for England is despatched every Friday evening at 5 o'clock, and closes at 3-30 o'clock. Late packets are received, on payment of extra postage, up till 4-30 P.M. at Apollo Bunder. Postage on inland letters not exceeding ½ tolah ½ anna, 1 tolah 1 anna, 1½ tolah 2 annas, 2 tolahs 2 annas ; on foreign letters not exceeding ½ ounce via Brindisi 8 annas, 1 ounce Re. 1 ; via Southampton not exceeding ½ ounce 6 annas, 1 ounce 12 annas.

THE "BOMBAY GAZETTE."

The following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*)	Rs.	42	0	0
Half Year	*ditto* ,,	24	0	0
Three Months	*ditto* ,,	14	0	0
One Month	*ditto* ,,	5	0	0
One Week	*ditto* ,,	1	8	0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

The shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Full Mail Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12. Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

The *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs	10	0
Per Copy	,,	0	4

TO RESIDENTS OF POONA.

Residents of Poona may obtain the *Bombay Gazette* DAILY at Messrs. Thacker & Co.'s, or Messrs. D. S. Kemp & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

THROUGH THE NUMEROUS ENGAGEMENTS, MR. MENIST WILL PROLONG HIS STAY FOR ONE MONTH.

MR. A. MENIST,

OCULIST OPTICIAN,
OF HOLLAND, AND 42 BURTON CRESCENT,
LONDON,

RESPECTFULLY informs the Public of Bombay and its vicinity that the great success which has attended his former visit to Bombay, has induced him to stay for a limited time in Bombay, previous to his departure for Europe. Mr. Menist has made for himself an Indian as well as a European reputation, and, as usual in such cases, it is only the fairly-earned reward of real merit. Hundreds of testimonials from all classes, in all parts of the world, attest the benefit that has resulted from the use of his Spectacles. Mr. Menist has devoted a lifetime to the study in suiting the eyesight by mechanical means. He can confidently state that his optical instruments are superior to those of any other makers in the world. Common and inferior goods may be had for half the price, but reflection will convince every one that when it becomes a question of economising a little money at the expense of their sights the economy is a very doubtful one. Every detail is carefully studied in Menist's Spectacles. It is not enough to have the best pebbles that can be procured, cut in strict accordance with the latest discoverie of science, and suited with the greatest nicety to the ever-varying convexity and concavity of the organ, if those pebbles are not worn in a properly-made frame, and thus secured in a proper position and at a proper distance from the eye. Again, if the frames are not made of suitable materials and properly tempered, the joints perfectly fitted, and so on, they soon get out of shape and cause a displacement of the pebbles, which entirely alters the focal power. Menist makes his frames of gold and silver only, steel being quite unsuitable for the purpose, especially in this country, where it soon becomes rusty and loses its shape, so failing to do justice to the pebbles ; and his object is to secure, as nearly as possible, perfection, and not cheapness.

For the guidance of those who are using pebbles, Mr. Menist begs to state that when the pebbles are cut against the grain they injure the eye ; and that such a defect can be discovered only by practical opticians. Also, if not polished on a scientific principle they are equally injurious ; accordingly, as Mr. Menist's lenses have been manufactured on a principle peculiarly his own, he is prepared to warrant their efficacy.

MENIST'S
12 LENS RACE, FIELD, AND OPERA GLASSES
OF SMALL SIZE FOR THE POCKET.

Menist's Aneroid Barometer, the size of a watch in silver mounting, can be carried in the waistcoat pocket. Rs. 80, with a book which contains Airy's Tables and Testimonials of several scientific Gentlemen.

Mr. M. may be consulted at his Agent's Establishment,
Messrs. T. CHATELAIN MONTANDON & CO.,
HUMMUM STREET, FORT.

P. S.—India Agents for the sale of Mr. Menist's Spectacles—Messrs. ORR and SONS, Madras ; Messrs. MADELEY & Co., Calcutta ; Messrs. NUSSERWANJEE & Co., Secunderabad, Deccan.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

OTHER PRESIDENCIES.

BIRTH.

EMANUEL—June 12th, the wife of Mr. R. A. Manuel, of a son.

MARRIAGES.

BLACKWOOD—DALGLEY—June 10 h, at St. James' Church, Lahore, by the Rev. J. R. Baldwin, assisted by the Rev. E. H. Gulliver, Capt and Brigade Major G. F. Blackwood, Royal Horse Artillery, to Louisa Madeline Grantham, daughter of James G. Davy Esq., M. D. Northwoods, Gloucester.

STAFFORD—GOODRICH—May 24th, at Nagercoil, by the Rev. J. Duthie, L.M.S., Mr. George Stafford, Travancore, D. P. W., to Miss Lydia Louisa Goodrich.

DEATHS.

GOLAKNATH—June 10th, at Dharmsala, eldest son of the Reverend Golaknath of Julandhar, and Tutor to the minor Chief of the Kangra District, aged 24 years.

FISHER—May 29th, at Secundrabad, suddenly, Edwin Harley Fisher, 3rd Regiment Madras Light Infantry, second son of Colonel G. A. Fisher, Benge Staff Corps, aged 28 years.

All Money Orders, Cheques, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

TUESDAY, JUNE 17, 1873.

We are sorry to have to trouble our readers again with the well-worn subject of the revision of the Survey in the Sholapore District ; but we feel somebody ought, from time to time, to expose the mischievously misleading statements put forth by the demi-official organ the *Indian Economist* ; and we cannot help ourselves. We have endeavoured to kill the discussion by taking hold of the other side, whenever it condescended to anything like argument. In "Sindee" of the *Statesman* the other day we thought we had got hold of a real flesh-and-blood opponent—but

"frustra comprensa manus effugit imago,"

he ran away crying out that he was only speaking "generally," and didn't mean anything. We were then very glad to see a correspondent of the *Indian Statesman* boldly attack that journal itself, and we thought the blow had gone home when "A Looker-on" was promised an answer in the *Indian Economist* instead of in the paper to which he addressed his remarks. The *Statesman* affected to think the question was one of figures which no one could understand but himself, and made three distinct statements :—First, that the increase was one in the proportion of from 6 to 9¾, the average payment per acre under the old and new assessment respectively ; next, that holdings averaging only 12 to 15 acres, the payment by each ryot was so small that the increase was only a question of two or three rupees ; and thirdly, that prices had trebled within the last twenty years. Each one of these statements "A Looker-on" showed to be unreliable ; the increase of 77 per cent. over the whole talooka was borne exclusively by one of the two main classes into which land is divided, that is, unirrigated land, irrigated land being on the whole assessed at much the same rate it was formerly—the average holding is from thirty to fifty acres—and prices had not trebled or even doubled in the last twenty years. Our contemporary has three ways of conducting a controversy. He either attributes criticism to the personal malice of his critic ; conceals his answer under a mass of verbiage and figures craftily handled, so as to throw dust in the eyes of lookers-on ; or he simply holds his tongue for a while and reproduces all his old statements after a sufficient period has elapsed for his opponent's arguments to be forgotten. In the present instance he has freely used all three of his familiar weapons. He answers with abuse all who differ, not so much from him, as from the exaggerated and untrue statements he finds it his interest to make, with a mass of figures arranged so as to mislead anybody who does not understand the question thoroughly, and then reprints much of what he has written during the previous two or three months. We have been unavoidably delayed in replying, but intend now doing so as briefly as the subject permits. We will confine ourselves as closely as possible to criticising his statements and avoid altogether re-opening the general question as to the policy or justness of the revised assessments. The *Statesman* commences by giving four reasons for increasing the assessment which, if true, we should not look on as sufficient reasons ; unless it were proved that the present increase was *necessary* for the finances, and that the old assessment was out of proportion to the population and wealth of the district. The old assessment was about a rupee per head of the population ; the present about Rs. 1-12. Here are his "reason's :—

(1) "That the old assessment was extremely low ; (2) That the price of grain had increased enormously since the date of the former leases ; (3) That the people *generally* were exceedingly well-to-do ; (4) That the district had been opened out by a railway at immense cost, and was now traversed by roads in all directions."

We reply (1) "this is a very general mistake." The former assessments all over the Deccan were fixed at a lower rate than had hitherto been prevalent, because it was found impossible to collect a higher one. The result was a great increase and not decrease in revenue, which exceeded what had been previously collected under British rule. Even then it was necessary to give large remissions for the first few years after the introduction of the Survey. It was not until about twenty years ago that the whole revenue was got in easily and cultivation extended to the poorer classes of soil. (2) Yes ; but it is unfair to make a comparison with this date. Twenty years ago, being about the time when the revenue ceased to bear very hard

THE LENGTH OF TIGERS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I am glad to see "Spherical" has at last come, round and admits himself wrong in charging a gentleman with making incorrect statements in reference to a subject on which he has undoubtedly proved himself in error, inasmuch as it was "vague" to say a tiger measured 11 feet in length. It is also very considerate of him to inform the public the correct mode of measuring tigers, although it smacks very much of "teaching one's grandmother to suck eggs." It is also highly satisfactory to be told that "Spherical" has done with me at last, notwithstanding from the very commencement of this argument it was not with "Spherical" I had so much to deal with as the mighty tiger. And now in firing off my last shot, Sir, I think I may fairly say that if "Spherical" should be fortunate enough to live one hundred years, he may by the end of that time learn the true meaning of the word "vague," but should he live for ever, he will never be able to prove the impossibility of such an animal as an 11 feet tiger.

This is my last shot, as I said before. I have now done with "Spherical" for ever, and with tigers until the next hot season. SMOOTHORE.

ANOTHER TIGER!

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Be it known to you that Mr. Langley is not the only Bombay legal gentleman who wielded a death-dealing Hollis with some effect during the last recess. Mr. Inverarity—perhaps I ought not to mention names, however,—has been in the Central Provinces, where he bagged a tiger, at the very least. Now, Sir, I think it would be interesting to know the exact length of that tiger. I think that the spirit of competition which happily always exists at the Bombay bar will ensure that the beast is not shorter than Mr. Langley's; but if we could only get actual measurements, a most valuable gleam of light might be shed upon the present great controversy, which, I assure you, was proudly referred to by His Excellency the Governor the other day at a wedding in the mofussil.

BURSTING CHARGE.

THE HISTORY OF GENERAL PINTO.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In your issue of the 3rd instant a correspondent signing himself "An Inquirer" requests me to inform him about Major Pinto, one of the commanders of the Peishwa's army in the second Great Mahratta War during the years 1817-18. But before communicating what I know on this subject, I think it incumbent on me to remove an erroneous impression your correspondent is labouring under, that I am the only descendant of that officer. Such is not the case, for I am only one of the collateral descendants, while there are lineal ones, though not in Bombay.

In the actions on the Moota-Moola, the plains of Coregaum, Ashta, and Sholapore, Major Pinto played a prominent part, and though referred to in eulogistic terms in the works published in the first quarter of the century, the later ones, from short text-books to the most comprehensive ones of Beveridge and others, appear to have overlooked him altogether, and unless this omission is supplied, I am afraid that some of the pleasing incidents of the Mahratta War run the risk of being entirely obliterated from our memory and that of the generations to come.

Among the earlier writers, who make special mention of Major Pinto, are Captain Grant Duff in his "History of the Mahrattas," and R. G. Wallace in his "Memoirs of India." Both agree in forming a high estimate of Major Pinto as a skilful strategist and military tactician. Grant Duff, referring to the battle fought on the 5th November 1817 in the vicinity of Kirkee, says—"The British troops were soon surrounded by the horse, but the Mahratta infantry, owing to this rapid advance, were left considerably in the rear, except a regular battalion under a Portuguese named De Pinto, which had marched by a shorter route concealed for a time under cover of the enclosures, and were now forming with apparent steadiness, immediately in front of the first battalion 7th Regiment, and the Grenadiers of the 2nd battalion, 6th."

Wallace in respect to the same action writes—"Amidst the blaze, the Peishwa's army estimated at 15,000 cavalry and 8,000 infantry approached the British position in battle array. A Portuguese named Pinto, who held the rank of Major in the Peishwa's army, commanded a battalion of infantry organized in the European style, and his park of artillery, consisting of fourteen guns, were served by the Portuguese."

So far the statements are correct, but elsewhere both writers are inaccurate. Wallace in reference to the pitched battle fought on the 10th May 1818, near the town of Sholapoor, and which virtually terminated the Mahratta campaign, states—"Major de Pinto who commanded the Portuguese half-caste battalion in the service of the late Peishwa, here lost his life." Here two errors require to be rectified. The first is that the battalion under Major Pinto was not composed of half-caste Portuguese, but Senoy Brahmins though of Portuguese nationality, the offspring of those ninety-six Shannavi families of the Aryan race who, according to the Syadrikhand, came down, in time immemorial, from Trihotrapura (modern Tirhat) to colonise the Concan, especially Goa. Major Pinto himself was a Senoy Brahmin, and belonged to a family that was among the first to be converted to Christianity, soon after the conquest of Goa by the great Albuquerque, the same family on whom, in the year 1770, the honour of knighthood and a coat of arms was conferred by the King of Portugal, at a time when such distinction was the genuine expression of royal esteem and a reward of true merit.

The second is, that Major Pinto did not die at Sholapoor as erroneously stated, for soon after the fall of the Peishwa he returned to Goa and died at his own family residence, after enjoying the *otium cum dignitate* uninterruptedly for about a decade.

The limits assigned to a newspaper letter will not permit my giving a biographical sketch of Major Pinto; but I must mention that he travelled throughout Europe at a time when few natives of India had the courage to undertake such voyages, and that on his return to India he was requested by the Peishwa to organize a battalion of infantry and a park of artillery on the European system.

A conspicuous trait in Major Pinto's character was his generosity and humanity. Most of the cruelties committed by the Mahrattas and Arabs, such as the murder of an Engineer officer named Ennis, the hanging of two brothers of the name of Vaughan, and the mutilation and massacre of women belonging to the brigade, were all done without Pinto's knowledge, but as soon as he was cognizant of those barbarities he at once exerted his influence to put a stop to them.

Two Madras cornets named Hunter and Morrison were taken captives and very harshly treated by the Mahrattas; but Major Pinto had them transferred from the fortress of Cangoores to that of Vassota, to the Killadar of which he was instrumental in obtaining an autograph letter from the chieftain Bapoo Gockla, to treat them very kindly. Grant Duff, however, and the others, who followed him, in alluding to the circumstance of finding this letter after the bombardment of the fortress of Vassota, consider it very honourable to Gockla, to whom great praise is, of course, awarded. But the documents in the possession of my family and tradition testify to the fact that the good treatment was altogether due to Major Pinto, which is confirmed, moreover, by the following two passages in the letters of that eminent statesman Mountstuart Elphinstone, then Resident at Poona, to the Marquis of Hastings, Governor-General of India.

In the one dated from Camp Rajanvarres, the 23rd Nov. 1817, Elphinstone states—"Cornets Hunter and Morrison were in Gockla's custody, *they were at first in charge of Major Pinto, who is said to have treated them well, and resisted Gockla's orders to use them with severity*; but before the Peishwa's flight they were put in chains, and sent to Gockla's fort of Cangoores in the Concan." The italics are mine.

In the other dated from the Camp near Seroor, the 25th December 1817, he writes thus—"Two days after, two Hircarrhas of Gockla brought letters from Messrs. Morrison and Hunter, stating that though rather roughly treated at first, they had since their arrival at Poona been well treated, and were in charge of Major Pinto."

The magnanimous treatment of the English prisoners by Major Pinto reminds me of the following line of Virgil:—

"Ego versiculos feci, tulit alter honorem."

In conclusion I cannot do better than give a translation of the works of a distinguished French writer, the Chevalier L. Langlès, the author of "Monuments anciens et modernes de l'Hindoustan," which form the most elegant epitaph one ever wrote on a contemporary celebrity. He writes—

"All the Englishmen in the Mahratta States were persecuted, imprisoned, and some of them murdered. This excitement subsided a little when the Resident informed the Peishwa that he would make him personally responsible for any cruelty committed against the English. A brave Portuguese officer, employed by the Peishwa, M. Pinto, whose honourable name I should cite with high esteem due to his good character, used most efficaciously his influence to put a stop to those cruelties in a nation, who have no idea of the laws of warfare nor of the rights of the people."

JOSE GERSON DA CUNHA.

Bombay, 10th June.

MR. AND MRS. BENNEE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Mrs. Bennee takes her "benefit" on Monday night next, the 23rd instant, and I write to urge upon the playgoing public to make an effort to support her on that occasion. Since their return from Australia, Mr. and Mrs. Bennee have, I regret to say, not been very successful, as far as good receipts are concerned, and compared with those of last year; but as the sultry weather is over and people are returning home, I look to seeing the old Theatre again graced by the kind audiences it held last year. The whole body of amateurs, with the exception of one who is unwell and another who has gone home on furlough, have stood by the side of Mr. and Mrs. Bennee from their first arrival, not so much, believe me, to air their own acting as to support a lady and gentleman whose professional abilities have been testified to in the most flattering terms by critics in Africa, Japan and Burmah as well as throughout India in the chief stations of which they have been most enthusiastically received. The performance on Monday night will commence with the romantic and sensational drama of "Catherine Howard," in which Mrs. Bennee will play the part of Catherine Howard and Mr. Bennee that of Athelbald, Earl of Northumberland, to be followed by the screaming farce of "Whitebait at Greenwich," in which Mr. and Mrs. Bennee will again appear, supported by that excellent actor, Mr. F. Sydney. I trust that the fair *beneficiare* may have a bumper house and a real *benefit*.—Yours faithfully,

ONE OF THE AMATEURS.

16th June 1873.

CIVILIZATION BY PIRACY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I see that even your contemporary shows some remorse at the last results of Sir Bartle Frere's absurd diplomacy at Zanzibar. In his issue of the 6th inst., noticing this tragi-comic blunder of H. M. S. Thetis, in practising piracy at Asab Bay, that suppression of slave trading may come, he betrays the prickings of sundry qualms of conscience, and says "what more natural to gallant British officers" than *piracy!* For piracy it is, and no less, that has been committed in this instance under the auspices of Sir Bartle Frere's Mission, and under the cloud raised by the applause of the *Times of India*.

It is stated in this sad telegram that *the Dalhousie has been sent to Asab Bay to save the men.* Is the full force of this dreadful message apprehended in Bombay? Is it perceived that one of the first results of Sir Bartle Frere's ill-considered and suitably conducted mission, some scores of peaceful traders have been terrified by the irresistible attack of a man-of-war, flying that flag which has hitherto been known in those seas as the protection of honest trade and traders? The survivors in a state of terror, akin to that produced by the unexpected sudden attack of a lunatic father, have swam ashore through those shark-beset waters of the Red Sea to land. Their dhows, provisions, water (think of that, you passengers of the P. and O., who grumble in those latitudes if your claret is not iced to the exact point!), shelter, have all been burnt before their eyes. Around them is the desert; their nearest neighbours, murderous savages, death by starvation and thirst their fate, unless some merciful chance should happen to bring about their capture and sale as slaves. Fancy their feelings towards the English. How they must curse the infatuation that made them keep to the slow profits of trade, instead of seeking fortune in that slave trade which English intervention has of late made so profitable. Verily if these unhappy refugees die, the guilt of their blood will lie heavily at our door.

But the worst of it is, that so long as we continue in our present course, we can only look for similar results. This is not the first instance since the lamentable suppression of the Indian Navy that peaceable dhows have been captured or destroyed. If we are to have a blind crusade against the sea-going traffic in slaves—which is a mere symptom of the fouler and more deeply-seated disease—we should appoint no one to command a ship on this station who has not a competent knowledge of Arabic, and of an African language. But to treat the disease by suppressing the mere outside appearance of it is absurd. Is the result of the process so particularly satisfactory on the west coast of Africa?

But so long as England carries on the same task a radical cure cannot be effected. What is Sir Bartle Frere's message, as it will be infallibly understood at Zanzibar? Why this:—"The English nation believes that slavery interferes with the sale of her manufactures in Zanzibar. Therefore, as it is stronger than you, it orders you to put a stop to it forthwith. As for your plea, that to do so all at once would ruin you, that is your look-out. The English nation will not interfere with slavery in Turkey and Egypt because that might lead to European complications. But it is strong enough to dictate to you; so liberate your slaves, or ——!" Is this a fit motive? We show by our affectation of a loathsome, because sham, moral motive that we dare not avow our real one; but it will be fully understood from Santa Lucia Bay to Suez.

If we really feel that, on behalf of humanity, we are called to destroy this accursed slave trade (leaving our frightful liquor traffic, and our far worse opium trade, to a more convenient season) by a call which we dare not neglect or disobey, and independent of the sale of Manchester piecegoods, then our course is plain. Let us pay for our own philanthropy, instead of wringing our self-satisfaction from the ruin of Sultan Burgash. Our course of action would be intelligible and sound if we were to say to the Sultan,—"Your system is against the sense of mankind. You cannot get out of the groove you were born in, and to stop the seaborne trade in slaves would be merely to suppress *you*, and not the slave trade. We therefore take possession of Zanzibar. We introduce free-labour, and all its at present unsolved problems. But we will take all the risks of the change. We pledge ourselves to make a railway and to develope free trade from the coast to the sources of the Nile. Though it cost a hundred millions and untold lives of Englishmen, immeasurably more valuable; though in solving a similar problem in India our failures nearly equal our successes and our wisest are tempted to despair; though our means may be questioned, our motives never shall and your grandchildren shall own us their benefactors!" If we delivered such a message as this, and did our utmost to redeem our pledges, our procedure would be manly and intelligible, if it were foolish. At all events failure would not be made bitter by a sense of detested hypocracy, and our name and flag would not tend to become a byeword for piracy and wrong-doing on the African littoral, where our best intentions will soon pave a formidable hell of remorse, unless we substitute honesty and straightforward dealing for

FRAUD AND FORCE.

BOMBAY.

RAIN AT SURAT.—The fall of rain registered at Surat up till the 12th inst. amounted to 6 inches and 15 cents.

SURAT MUNICIPALITY.—During last month the income of the Surat Municipality from various sources amounted to Rs. 13,026-14-8.

THE POLICE SUPERINTENDENT OF SURAT.—Major Scott, District Superintendent of Police at Surat, intends shortly to proceed to England.

ENGINEER TO THE SURAT LOCAL FUND.—The *Surya Prakash* states that a Mr. G. White has been appointed Engineer to the Surat Local Fund.

THE SURAT TREASURY.—Mr. Shreepud Babajee, Supernumerary Assistant Collector of Surat, took charge of the Surat Treasury on Tuesday last.

EUROPEAN VAGRENTS.—Yesterday there were thirty-four European vagrants in the Government Workhouse attached to the House of Correction.

A LIFE GRANT TO A NATIVE POET.—His Highness the Nawab of Joonaghud intends to pay Kavi Dulputram Dyabhai, the well-known poet of Gujerat, Rs. 100 every year as a life grant.

A PICK-POCKET.—A man named Sewis Ahmed was yesterday sentenced by Mr. Dosabhoy Framjee to receive ten stripes, on a charge of stealing eight annas from the pocket of one Wisram Dawood.

ASSAULT.—Yesterday at the Fort Police Court one Doorga Purseeram was charged before Mr. Dosabhoy Framjee with assaulting a man named Soobsaing Coolcesing. Prisoner was adjudged guilty and fined Rs. 15.

A NOTED THIEF.—Mr. Dosabhoy Framjee yesterday sentenced a Mussulman named Abdoola habib, a noted thief, to six months' rigorous imprisonment, for stealing an umbrella belonging to one Hoossein Abdoola.

RAJCOOMAR COLLEGE.—The summer vacation of the Rajcoomar College terminated on the 4th inst. This time there were three fresh admissions to the college in the persons of the young Rajas of Loonawara, Barrea and Sorth.

THE GONDUL STATE.—The Rajcote correspondent of a vernacular contemporary states that Mr. Austin, Acting Third Political Assistant in Kattywar, is to be appointed Judicial Assistant to Captain Phillips, Special Assistant Political Agent at Gondul.

POLITICAL AGENT OF KATTYWAR.—Mr. Peile, Acting Political Agent of Kattywar, who had been to Ballacherry during the hot season, returned to Rajcote on the morning of the 7th inst; and the booming of eleven guns in the afternoon announced his arrival.

LOSS OF CURRENCY NOTES.—It is stated that the currency notes for Rs. 700 forwarded by the Police Superintendent of Surat to the Shanghai and Hongkong Bank between the 5th and 7th of this month, through the Post Office, have been abstracted.

THE PURDHAN COURT AT RAJCOTE.—We learn that the Karbharees of the several States of Kattywar will meet on the 26th inst. to confer on matters connected with the above Court, which in all probability will commence to work from the beginning of next month.

THE HOUSE OF CORRECTION.—There were 327 prisoners in the House of Correction yesterday. Of these, 138 were under sentences from the High Court, 153 from the Magistrates of Police, and 36 from Military Courts Martial. Two hundred and thirty-six of these were natives and the remaining 91 Europeans.

THE CONTRACTOR OF THE MIR BEREE GHAUTS.—It is stated that Mr. Hope, district magistrate of Surat, has authorised Mr. Ollivant, full-power magistrate of the station, to make enquiries in respect of certain offences alleged against the contrator of the Mir Beree Ghauts.

ACCIDENT.—A day or two ago, a cart driver named Seerputtee Parbuttee, whilst driving his cart at the Jute Mill compound at Parell, the shaft on which he was seated broke and he was thrown to the ground, when one of the bales of cotton seed which were on the cart fell on his left leg and broke it. He was removed to the Jamsetjee Hospital.

DEATH OF A MAHOMEDAN LADY.—The *Savia Prakash* announces the death of Fatma Beebee, sister of the late Buxee of Surat. The deceased lady used to get a pension from Government of Rs. 6,000 per year. Deceased died without leaving any issue, and consequently the whole of her property lapses to Government.

RAILWAY ACCIDENT NEAR KURRACHEE.—The goods train which came in on Monday afternoon ran against a camel which was grazing on the line between the Frere and Macleod stations, and literally tore the unfortunate animal into pieces How the camel got on the line does not appear; we fancied precautions were used to prevent all such accidents.—*Sindian.*

PROGRAMME OF MUSIC to be played by the Town Band at the Esplanade Bandstand this evening:—

March	Royal ..... Sonba.
Aria	Stiffelio ..... Verdi.
Quadrille	Ungarese ..... T. F. K.
Selection	Trovatore ..... Verdi.
Valse	Parisienne ..... B.
Galop	Valentine

GOD SAVE THE QUEEN.

A PARSEE CANDIDATE FOR THE CIVIL SERVICE.—Dr. S. A. D. Carvalho and Mr. Jamsetjee Bomanjee Screwwalla were examined yesterday before Mr. John Connon, Senior Magistrate, as to the age of Mr. Gustadjee Ardaseer Wadia, who is now about to compete in England for H. M.'s Indian Civil Service. Mr. Gustadjee is the son of Mr. Ardaseer Cursetjee Wadia, who now resides in England.

TRACKING A CAMEL.—About a month ago a Banian in Kurrachee was robbed of a camel, and he reported the matter to the police, who tracked the foot-prints of the camel, and found the animal at Damach, a place in Kohistan, some 60 miles from Kurrachee. No clue, however, has been obtained to the robber. The camel was brought into the compound of the City magistrate's Court the other day, and the owner appeared before the magistrate to prove that the camel actually belonged to him. This he did to satisfaction, and the animal was thereupon delivered up to him.—*Sindian.*

A DISHONEST SERVANT.—At the Fort Police Court yesterday, before Mr. Dosabhoy Framjee, a man named Heerjee Govindjee, in the service of one Dyal Meghjee, was charged with stealing a box, two sarrees, and Rs. 52 in cash, belonging to his master. The value of the property was reduced to Rs. 50 with a view to bring the case within the magistrate's jurisdiction. The prisoner urged in defence that he had a quarrel with his master, and hence the present charge. The magistrate on the evidence convicted the prisoner and sentenced him to six months' rigorous imprisonment.

GAMBLERS.—On Sunday night Mr. Inspector D'Arey with several native policemen entered a noted gambling house, situated on the New Nagpada Road, and found therein a number of persons gaming with cards and money. Nine of them were arrested together with the keeper of the house, while the rest effected their escape. The nine persons were yesterday charged at the Girgaum Police Court before Mr. Cooper, Second Magistrate, with gaming with cards and money. They were adjudged guilty. The keeper of the house was fined Rs. 20, four others who were noted gamblers were fined each Rs. 10, and the rest Rs. 5 each.

CHARGE OF DEFAMATION AGAINST A SUBORDINATE JUDGE.—At the Fort Police Court yesterday a Hindoo named Govindrao Balmukund, a clerk in the Government Savings Bank, appeared before the Senior Magistrate with his pleader, Mr. Wusuntrao Balmukund, and obtained a summons against Mr. Dinnanath Atmaram Dulvie, Subordinate Judge of Pimpulgaum, whom he charged with defamation under section 499 of the Indian Penal Code, in respect of a certain Bank transaction, in which Mr. Dinnanath is alleged to have charged the complainant with criminal misappropriation of his money.

SHIPPING ITEMS.

THE SHIP NEW ERA, 1,146 tons, Captain C. Babson, will sail to-day for Liverpool with a cargo of 6,936 bales cotton and 2,014 cwts linseed.

THE STEAMER TORINO, 786 tons, Captain T. G. Carino, arrived in harbour on the 15th inst. from Colombo, 24th May, with a cargo of coffee.

THE SHIP JOHN BYERS, 349 tons, Captain John Davies arrived in harbour on the 15th inst. from Chittagong, 5th April, with a cargo of 7,474 bags rice. The vessel is consigned to Messrs. Framjee, Sands, & Co.

THE BARQUE TEAZER, 363 tons, Nacoda, arrived in harbour on the 15th inst. from Jeddah, 12th May, via Aden, with a general cargo and 166 pilgrims as passengers. The vessel is consigned to Messrs Hajee Joosub Noor Mahomed.

THE B. I. S. N. Co's STEAMER BURMAH, 675 tons, Captain J. R. Gavin, arrived in harbour yesterday from Kurrachee with a general cargo and the following passengers:—Mrs. Dallas and 2 servants, and 18 deck passengers.

THE STEAM-SHIP SIR JOHN LAWRENCE, 466 tons, Captain G. Baldwin, arrived in harbour on the 15th inst. from Cochin, 7th June, calling at Malabar Coast with a general cargo and ten deck passengers. The vessel is consigned to Mr. J. A. Shepherd.

THE BARQUE HYDREE, 620 tons, Captain W. Ashton, arrived in harbour on the 14th inst. from Jeddah, 12th May, calling at Hoodeida and Aden, with a general cargo and 253 pilgrims as passengers. The vessel is consigned to Mr. Hajee Abdool Currem Cadoo.

THE P. & O. Co.'s s.s. MIRZAPORE, 2,090 tons, Captain A. Parish, sailed yesterday for China, &c., with a cargo of 152 bales cotton, 18 cwts. ivory, and 1,813½ chests opium, and sundries. She conveys the following passengers:—For Singapore—Mr. and Mrs. Muggridge, and Madame T. Barte. For Galle—Mr. E. A. Southwell.

THE S. S. TIMOR, 1,440 tons, Captain J. Brown, sailed yesterday for Liverpool, via the Suez Canal, with a cargo of 2,779 bales cotton, 507½ bales wool, 792 cwts. galls 8,676 cwts. linseed, 25½ cwts. other seeds, 24½ cwts. mustard seed, 743 cwts. hemp, 34 cwts. horns, and sundries. She conveys the following passengers:—Mr. A. F. Schlank, Mr. Voight, and Master Conder.

THE DUTCH BARQUE MARIS, of Batavia, which left Bushire, laden with a cargo of dates for Batavia on the 24th of April last, put into this port in distress on the 12th inst. Much bad weather was experienced on the voyage, and very high seas, which caused the barque to labour and strain, and she made much water. Under these circumstances, and it being difficult to keep the vessel free of water, the captain bore up for this port. We understand that at anchor in this harbour the barque makes several inches of water per hour. The cargo will have to be discharged to allow of the vessel being carefully examined. The vessel has a Malay crew; and a considerable number of the lascars have their wives on board, a very proper arrangement, and one as old as the days of Noah. Some years ago we were asked by a well-known philanthropist and wealthy man to devise a scheme by which it would be possible that sailors' wives should accompany their husbands on their voyage. This gentleman, moreover, stated that he intended to invest in a vessel, put her in the foreign trade, and man her with a married crew, as an experimental measure. Death however within 12 months of the conversation put an end to his philanthropy. The Marie's Javanese female sailors have brought back to us a pleasant incident of memory.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER. Time.	HIGH WATER. Height.	JUNE.	LOW WATER. Time.	LOW WATER. Height.
H. M.	IN. FT.		H. M.	IN. FT.
4 5 m	2 8	Tuesday 17	10 7 m	4 1
4 40 a	5 1		11 12 s	3 11
5 27 m	2 5	Wednesday .. 18	11 25 m	3 1
6 46 a	4 10		.....	.....
6 45 m	2 10	Thursday 19	0 23 m	4 9
6 46 a	4 5		0 40 a	2 7
7 58 m	3 10	Friday 20	1 24 m	5 5
7 44 a	4 10		1 51 a	2 5
9 2 m	4 10	Saturday 21	2 19 m	6 1
8 31 a	3 8		2 52 a	2 4
9 54 m	5 6	Sunday 22	3 18 m	6 3
9 23 a	3 7		3 47 a	2 6
10 40 m	6 0	Monday..... 23	3 50 m	7 1
10 19 a	3 6		4 36 a	2 5

Moon—Last Quarter, 17th, 8h. 21m. P.M.

HIGH COURT.—17TH JUNE.

[Before the Hon. Mr. JUSTICE GREEN.]

604-72—Shapoorjee and Thakurdas—Oodemull Sajunmull v Navulmull Thanmull—No appearance.

77-73—Remington, Hore and Langley—A H Campbell and another v R Proctor Sims—No appearance.

185-73—Shapoorjee and Thakurdas—Lukhmidas Khimjee & others v S Nundram and others—No appearance

257-73—Shapoorjee and Thakurdas—Oomabhoy Huttising v D Soojunchund—Dallas and Lynch.

259-73—Shapoorjee and Thakurdas—Cursondas Vulubdas and others v Dhurumdas Waljee and others—No appearance.

286-73—Dallas and Lynch—The L B & M Bank, Ld, v F Burjorjee Captain—No appearance.

287-73—Dallas and Lynch—The L B & M Bank, Ld, v F Framjee Dhondee—No appearance.

289-73—Dr Dallas (for pauper)—Khutezabai, widow v A Essejee and another—No appearance.

317-73—Tyabjee and Sayance—Memon Vullee Sawood v Memon Noormahomed Alli—Jefferson and Payne.

322-73—Prescot and Winter—P Framjee Colah and others v Dhunbaijee widow—J C Cama.

324-73—Manisty and Fletcher—P Framjee Colah and others v B Arlaseer Chinoy—No appearance.

338-73—In person—Canjee Ludha and another v G Michael, widow—No appearance.

329-73—Munshi—Abdoolabhoy Fatabhoy and another v S Alli Motabhoy—No appearance.

331-73—Dr Dallas (for pauper)—Saloobai v Bhiccoo Narayen—No appearance.

333-73—In person—H Aquilla Phillips v G Peerajee—M H Khan.

334-73—In person—R Dhurumsey v K Mahomed Dhurumsey—Tyabjee and Sayance.

LONG CAUSES.

231-72—Shapurjee—Tricumdas Madhowjee v Virjee Jairam—Shamrao.

199-72—H E Hope—Ganchee Rajub Issub v Ooka Jewan and others—Craigie, Lynch and Owen.

342-72—Shapoorjee—Premjee Cupoorchund and another v Rustomjee Byramjee and another.

345-72—Manisty and Fletcher—Rahimcoobhoy Hubibhoy v Peerbhoy Khimjee

350-72—Shapoorjee and Thakurdas—Vella Veerjee v Gungaram Naroo.

365-72—Shapoorjee & Thakurdas—Oomer Jaffer and others v Safoorabai and another—Jefferson and Payne.

381-72—Garud—Toolsidas Dewjee and another v Visram Wagjee.

594-72—Craigie, Lynch and Owen—Hakoobai widow v Luckmidas Damjee and others.

780-71—Khunderao—Atmaram Manick v Wittoba Pandoorang—Jefferson and Payne.

241-72—Hearn, Cleveland and Peile—Chandoo Ragoonathjee v Bapoojee Narayensett and others—Ghandibhoy, Judge, Rimington, and Leathes.

404-72—Shapoorjee and Thakurdas—Sha Govurdhundas Cursondas and another v Esmail Ebrahim.

953-70—Munshi—Chintoba Purshotumjee v Thucker Ruttonjee Lalljee—Tyabjee.

356-72—Dallas and Lynch—Dinshaw Bhicajee Khan v Khuttao Ganjee and anothers—Garud.

54-73—Manisty and Fletcher—Khalcdina Khalfanbhoy v Madhowrao Dinanath—Mayho.

689-71—Shapoorjee and Thakurdas—Soonderbai widow v Chutoorbhooj Dewjee—Jefferson and Payne.

291-72—Jefferson and Payne—Cursetjee Nusserwanjee Cama and others v Nusserwanjee Ardasir Wadia—Leathes, Crawford and Boevey.

334-72—Tyabjee—Mungeshrao Raghoonath v Fatmabibee widow—Dr Dallas.

108-72—Jefferson and Payne—Dewraj Peerbhoy v Khan Mahomed Dhurumsey—Dallas and Lynch.

102-72—Garud—Bhugwandas Munmohundas v Munmohundas Davidas and others—Shapoorjee and Thakurdas.

246-72—Jefferson and Payne—H Vurreer Hajee &c. v K Meerally Dhurumsey.

687-71—Manisty and Fletcher—Goculdas Purshotumdas v Bayee Agee and another—Dallas and Lynch.

[Before the Hon Sir CHARLES SARGENT.]

LONG CAUSES.

546-72—Jefferson and Payne—N. Hathesing and others v R Doolubdass—Rimington, Hore and Langley.

651-72—Chalk and Turner—Abba Babbuljee and another v Hunnabai—Macfarlane and Skipsey.

655-71—Shamrow—Ismael Maharbaee v Ameenabaee widow—Mirza H Khan.

531-72—Mody—N Ruttonjee Tatta and others v B Nowrojee and others—No appearance.

700-72—Chalk and Turner—Dolla Manchund v M Currimbhoy—Macfarlane and Skipsey.

281-73—Rimington, Hore and Langley—G Madhowjee v R Goculdas—Jefferson and Payne.

705-72—Rimington, Hore and Langley—E Manockjee Setna &c, v N Gorawalla—No appearance.

706-73—Jefferson and Payne—Hemraj Jaitha v Dhunlall Panachund and others—No appearance.

713-72—Dallas and Lynch—E Cawasjee Bisny and another v R Eduljee B—Macfarlane and Skipsey.

719-72—M H Khan—Noor Bibee widow v Hajun Bibee widow—No appearance.

[Before the Hon. Mr. JUSTICE PINHEY.]

SHORT CAUSES.

335-73—In person—Manockjee Cawasjee and another v Cawasjee Eduljee—No appearance.

336-73—Shapurjee and Thakurdass—Eduljee Rustomjee S v P Dinshaw—No appearance.

337-73—K Morojee—Jugroopghur Ragoonathgur and others v T Cullianjee Madhowjee—No appearance

338-73—M M Munshi—Thackersey Naranjee v Luximibai widow—No appearance.

339-73—Macfarlane and Skipsey—Robert Angus and others v S Byramjee Cola—No appearance.

342-73—M H Khan—Patte Roopa and others v Hurryba Dhurmajee and another—No appearance.

44-73—Manisty and Fletcher—Dossabhoy Hormusjee v Jugjeevan Hemjee—No appearance.

3346-73—Macfarlane and Skipsey—Kessowjee Toolseydass and others v Javerlall Oomeeashunker—No appearance.

348-73—Shamrao Pandoorung—Chundrabhagabai widow and another v Nurrotum Ballajee and others—No appearance.

359-73—A Framjee—Eduljee Manockjee and others v Hajee Ebrahim Hajee Dada—No appearance.

360-73—Macfarlane and Skipsey—Kera Bhoga and others v Kesao Toolsa—No appearance.

361-73—Rimington, Hore and Langley—The New Bank of Bombay (Limited) v M C Dady Burjorna and another—No appearance.

362-73—Rimington, Hore and Langley—John Mackinlay and another v Damjee Shamjee—No appearance.

363-73—Rimington, Hore and Langley—John Mackinlay and another v Rugoonath Juggonnath—No appearance.

364-73—Rimington, Hore and Langley—John Mackinlay and another v Chapsey Ludha—No appearance.

365-73—Rimington, Hore and Langley—John Mackinlay and another v Bhiccajee widow and others—No appearance.

366-73—Rimington, Hore and Langley—John Mackinlay and another v Cursetjee Furdoonjee—No appearance.

370-73—Jefferson and Payne—Hajee Hoossein Hajee Mitha v R Framjee Dewacha—No appearance.

372-73—Craigie, Lynch and Owen—H Culliandass and another v The Justices of the Peace for the City of Bombay—No appearance.

LONG CAUSES.

962-68—Craigie, Lynch and Owen—The Advocate General at the Petition of D. Raghoo and others v R. Hubbibhai and others—Dallas and Lynch.

963-68—Craigie, Lynch and Owen—The Advocate General at the Petition of D. Raghoo and others v R. Hubbibhai and others—Dallas and Lynch.

397-72—Manisty and Fletcher—R. M. Ebsworth and others v P. Meghjee—Macfarlane and Skipsey.

675-72—Prescot and Winter—C. N. Cama and others v B. Morojee—K. Morojee.

676-72—Shapoorjee & Thakurdass—Trecumjee Vundravan v R. Cadurbhoy—Jefferson and Payne.

681-72—Jefferson and Payne—Waljee Muddonjee v H Bazonjee and another—Shapurjee and Thakurdass

682-72—Jefferson and Payne—R. Goculdass v Jairam Ludha and another—Shapurjee and Thakurdass.

685-72—Shapurjee and Thakurdass—P. Eduljee Daver v P. Muncherjee Batlivalla and others—No appearance.

137-72—Macfarlane and Skipsey—The Rev Nicolas de Silva v Gabriel Fernandes and others—Dallas and Lynch; Hearn, Cleveland, and Peile; and Rimington, Hore and Langley.

[Before the Hon. Mr. JUSTICE BAYLEY.]

MOTIONS.

LONG CAUSE.

479-70—S. Pandoorung—Welwanath Govindjee v Govind Narayen and others—K. Morojee.—Specially fixed.

THE GREAT EASTERN SPINNING AND WEAVING MILLS.

AN extraordinary general meeting of shareholders of the company was held yesterday at the office of the company, 7 Hummum Street, Fort, for a declaration of the result of the poll taken on the 12th inst. The poll was taken under the following circumstances. At a meeting of the company held on the 30th May on the requisition of Bapubhoy Calidas and other shareholders, it was proposed that a certain native firm be appointed agents and general managers of the company under certain terms for an indefinite period. The proposition encountered very strong opposition from the directors and other shareholders; and an amendment was put in to postpone the consideration of the requisition until September next. There was a majority of votes in favour of the amendment, which was about to be declared carried when the requisitionists demanded a poll. The proposition was as follows:—

Proposed by Mr. Bapubhoy Calidas, and seconded by Mr. Amichund Petamber,—That clause 46 of the articles of association be cancelled, and that the following be substituted in lieu thereof:—"That Jugjeewandass Hemjee, Shamjee Jadowjee, Soonderdass Jadowjee, and Rustomjee Pestonjee Billimoria, trading together under the name of Messrs. Jugjeewandass Shamjee and Company of Bombay, and the member or members of which that firm may for the time being, shall upon entering into an agreement with the company in that behalf be the agents and general managers of the company from the first day of July 1873 for the purchase of cotton, stores, and other things required for the use of the said company, and for the sale of goods manufactured by the said company, and otherwise to act in the management and business of the said company, and that their remuneration shall be a commission of one quarter of an anna per pound on all goods manufactured and sold by the company, and it shall be lawful for the said company to remove the said firm from office by a special resolution only."

The amendment was as follows:—

Proposed, as an amendment, by Mr. Leslie Crawford, and seconded by Mr. Dhunjeebhoy Sorabjee Naraiwalla,—"That the consideration of the requisition, upon which this meeting has been called, be postponed until the month of September next, in order that further enquiries may be made with a view of ascertaining the best arrangement that can be made for carrying on the affairs of the company after the expiration of the existing agreement."

At the meeting held yesterday, Mr. V. J. Sunkersett, chairman of the board of directors, occupied the chair. Long before the proceedings commenced, it was understood that there had been a split among the requisitionists, and that the proceedings would not be of the same lively character that we had the pleasure to report in the *Bombay Gazette* of the 2nd inst.

Mr. Babajee Kassinath, the secretary, read the notice convening the meeting.

The Chairman—Gentlemen, this is an adjourned meeting.

Mr. Bapubhoy Calidas—Is there a quorum?

Mr. Muncherjee Nowrojee Bansjee—This is an adjourned meeting, and I think a quorum is not necessary.

Mr. Bapubhoy—I think at every meeting a quorum is required. There ought to be fourteen shareholders at least.

Mr. Muncherjee—We must look into the point unless the objection is withdrawn.

Mr. Bapubhoy—I have no objection. I withdraw it.

The Chairman placed before the meeting the result of the poll. There were 151 votes for Mr. Crawford's amendment and 66 against it. The question was to put the resolution formally to vote.

Mr. Bapubhoy Calidas said he withdrew his resolution. The directors were opposed to it from a conviction that it would not be to the benefit of the company; and he, therefore, hoped they would stick to their conviction and never allow the affairs of the company to drift into the hands of any other agents and managers. Mr. Bapubhoy then withdrew his proposition. Mr. Lilladhur Shamjee seconded him.

The proceedings closed with a vote of thanks to the chairman.

A SUIT FOR A JUDICIAL SEPARATION.

BRITTON v. BRITTON.

YESTERDAY at the High Court, the hearing of the suit

INDIAN ITEMS.

A MERCANTILE FAILURE AT CALCUTTA.—We are sorry to hear that Babu Nolitmohun Dass, one of the largest Banians and jute merchants of Calcutta, has been obliged to suspend payment, in consequence of losses in the jute trade and other causes.—*Indian Mirror.*

DOING EVIL THAT GOOD MAY COME.—It is rumoured that the mail to Jeypore was attacked a few days ago. It seems that two mail carts were despatched from Agra, one containing letters, &c., and other valuable parcels. The parcel-van was in advance of the letter van. When the robbers came to attack the former, the coachman said that his van contained letters only, and that the van with the parcels was behind. The robbers allowed him to pass. We hear that the parcel van contained a large number of gold mohurs. The sagacious coachman has been handsomely rewarded.—*Delhi Gazette.*

THE COST OF MEDICAL EDUCATION.—The Inspector General, Indian Medical Department, having had occasion to ascertain and report to Government the cost of educating young man as an Hospital Assistant (formerly styled "Dresser"), gives the following as the result of his calculation:—"The estimates given by me in paras 4 and 10, as to the cost of educating a medical man, viz., Rs. 528, permits allusion to another subject which has been discussed in the past correspondence, viz., whether children of the hereditary medical men of the country might receive a medical education; and, as some Municipalities may wish to send pupils, it might be intimated that Rs. 528 is the cost of a medical man's education, including his four years' subsistence allowance, and that any private student, whom they chose to send, could be supported and educated for that sum."—*Madras Times.*

EXORBITANT RATES OF INTEREST UNDER DECREE.

THE High Court in Calcutta has resolved to follow the example of the Chief Court of the Punjab, in endeavouring to prevent the enforcement of exorbitant rates of interest under decrees. In a circular published by the Punjab Court it is laid down that, "in awarding interest subsequent to the date of the decree, the Courts should not allow it to approach in amount that which may be obtainable by persons who have not the security of a decree, and that no inducement should be afforded to decree-holders to allow their decrees to remain unexecuted. Further, the Courts are reminded that, where a large portion of the amount decreed consists of interest, it is not compulsory on them to decree interest upon the amount decreed, inasmuch as the Courts may fitly exercise the discretion allowed them by Act XXIII. of 1861, section 10, and not award any such interest at all." To this paragraph the High Court has directed the special attention of all judicial officers, and in the same circular order says—"Many cases have come to the knowledge of the Court in which interest has been decreed at the most oppressive rates, without regard to the circumstances under which the loan was contracted. The Courts in this way become instruments for the registering of usurious transactions, and the money-lender adds to exorbitant terms the security of a decree. The object of the Court in drawing attention to this subject is not to assist debtors in evading the consequences of engagements voluntarily and intelligently contracted, but to give the protection of the Courts of Justice to persons who, from distress, ignorance, or habits of submission, have not been truly free agents in the contracts set up."—*Englishman.*

THE INDIAN CHARIVARI.

JUNE 13.

PIECE-MANŒUVRES.—A game of chess.

SCENE.—Barrack room inspection. (Brig-Gen. log.)—"Aw, whenwas that man entertained?" (meaning enlisted.)

Sub-in temporary command of Company—" Well, Sir,-A-A, I think on Christmas day last.

FROM THE "HINDOO HOWLER."

Though every *Gazette* informs us that numbers of officers are posted to different appointments, the Post Office accounts never show the cost of their postage. Is not this another proof of the deceit fulness and villainy of our rulers!

NATURE'S GOAKS.

We do not think we can much improve on the following specimens of facetiousness which have been sent us by obliging correspondents to "make something out of," so we present them in all their native beauty. No. 1 is what was printed on a placard fastened to a water-proof coat in a London warehouse:—

"Warranted to wear out three ordinary coats."

We should think that water-proof remained "on hand" a good long time. No. 2 is a bill written by a Bachoo graduate who kept an hotel in the Mofussil, and was apparently of the same mind as Sir George about the weight and influence of his academic title—

"Captain——and horse.

To Roy Chunder Shaw, *Bachelor of Arts, &c., &c.,*

Proprietor—Sauce Hotel.

For eating yourself and horse ... ... Rs. 2-4.

Received payment.

RoyChunder Shaw, *Bachelor of Arts, &c., &c.*

No. 3 is in recommendation, brought by an ayah seeking a situation.

"I am surety of this ah woman named Wazerun; she is very faithful and honest, and is most clever in his domestic duties.

I remain, Sir,

Your most obedient,

——————,

We wish we could make out this humourist's name. We would engage him at once.

CONDOLENCE.

Hullo, Georgy-Porgy, what is this we hear!
Do the High Court board you, pretty little dear!
Won't they have their judges' hardly-earned rupees
Cut for those to get who are fa'vrites of L. G.'s!

Very naughty of them, Georgy-Porgy dear!
Wicked Couch and Jackson, Pontifex and Phear,
Keep likewise, and Ainslie, and the nasty rest;
Really, George-Porgy, that High Court is a pest!

Why should not the L. G. do as he may choose?
Have a strong Executive to carry out his views!
Down with hateful law-courts, never mind the laws;
Active Rulers soon will make Judges hold their jaws.

All men must admit superiority immense
Over legal quirks, in the rule of "common sense"
Vigor!" "and activity," only these we need,
Not judicial talent, in our Ruler breed.

For your pet Collectors something must be done;
Where was tin to come from? Surplus there was none;
So it was, dear Georgy, a happy happy thought
When with Petrus' *tallak* Paulus' thanks you bought.

Yes, it is, poor Georgy, very very hard
That a set of judges should your schemes retard;
Go to England, Georgy, there meet their attack,
And when once you've got there, Georgy, *don't come back!*

THE KHIVA EXPEDITION.

("TIMES'" PRUSSIAN CORRESPONDENT.)

BERLIN, MAY 17.

RUSSIAN official intelligence respecting the operations of the expeditionary forces continues to be contradictory. As the reader may remember, of the two eastern columns, the one proceeding from Tashkent was first reported as marching on Irkibai, there to meet the detachment coming from Kasalinsk; but, as though such an announcement had never been made, we were subsequently told that the junction of the two columns would be effected somewhere near the Bukan Hills, 300 miles south of the first-mentioned place. Similar tactics have been resorted to with regard to the western detachments. Originally we were instructed by official telegram that the Kinderli detachment, under Colonel Lomakine, would join the Orenburg force—the one which set out from the Emba post under the command of Major-General Verevkine, on the southern shores of Lake Aral; afterwards we were as positively assured that the Kinderli men would combine with those coming from Tchikishlar, having been ordered to join them at Igdi, in the former bed of the Amou, at a vast distance from the Aral. In view of these startling discrepancies we shall be justified in looking upon all official intelligence as requiring to be confirmed by private news, or, at any rate, to be recommended by intrinsic consistency.

According to the latest advices, both the eastern and western detachments have already fallen in with the enemy. To speak of the eastern troops first, an exploring picket of the Tashkent column have been taken prisoners, and, it is believed, cruelly slaughtered by the Bokharese. Whether General Kaufmann has taken reprisals we know not; but there being no further news seems to show that he is either engaged in serious operations, or so surrounded by the enemy as to find it impossible to send a messenger to Tashkent. It is, however, regarded as pretty certain that, on or about the 24th of April, he joined the Kasalinsk detachment at the Bukan hills, and, continuing his marchina westerly direction, reached the Amou on or about May 3. The Bukan hills being about 120 miles east of the Amou (or 150 miles east of Khiva), and the troops making nearly 15 miles per day, these statements seem to claim credence. As to the Kasalinsk detachment, which is supposed to have met General Kaufmann on the 24th of April, it was previously stated to have started between March 16 and 22. To-day we are invited to believe they arrived at Irkibai March 25.

It is easy to prove that either the present or the former account is false. Irkibai, the place where the Yani Darya is crossed, is 175 miles south of Kasalinsk—too great a distance to be traversed in seven days. In all probability the Kasalinsk force started much earlier than was given out. At all events they had time enough to build a fort at Irkibai, arm it with several guns, and appraise the neighbouring tribes that henceforth the river must not be crossed, except with the permission of the garrison. On the 27th of March they resumed their march, proceeding along the southern bank of the Yani Darya, as far as the continuous chain of the lakes, filling up the greater part of the interval between the river and the Bukan hills. While at Irkibai the weather became somewhat milder, the thermometer falling ten degrees below zero (Reaumur). There was a good deal of frozen snow all around.

Turning to the western detachments, we find the Orenburg force struggling with considerable difficulties. Travelling along a road which is not only the longest, but has proved fatal to so many previous expeditions, the Orenburg column was stopped on its way by enormous quantities of snow, steadily increased by ever fresh falls. As in the case of the Bekovitch and Perovski expeditions, the Khirgese, always polite when they find it impossible to rob and kill, infinitely regretted that the Russians should have visited them at such an inclement season, the worst indeed which had occurred for a hundred years past; the cold was, however, terrible enough in reality, being between 20 and 30 deg. below zero (Reaumur). Later, at the beginning of April, when the icy wind relaxed, the snow melted so suddenly and so fast that the Steppe was covered with water, hardly less obstructive to progress than the snow. Accustomed as they are to cold and wet, even Russian troops must have suffered severely from these accumulated hardships. It is therefore to be presumed that the column will find it impossible to adhere strictly to orders and perform the 430 miles between the Emba post and the promontory of Urum *in four weeks.* As little will they have been able to pitch their tents at Aktikandi—a small oasis 180 miles south of the Emba post—by April 20, as their Generals expected. There is, however, not much harm done if they do not keep time; for, if the latest intelligence is correct, the column is not intended to co-operate with any other, but will be left to its own resources and employed in checking the Khirgese rather than in subjugating the Khivese. More notable success attends the Krasnovodsk force—the same which was originally called the Tchikishlar force, and which as it proceeded from the latter place had better have retained that name all through. Having left Tchikishlar on the 8th of April, this force, after a march of 175 miles, arrived at Aidin on the 20th; then made for Igdi, a famous well in the ancient bed of the Amou, where they passed the 29th; and starting after a short rest—Igdi is supposed to have been fortified by them—they were under orders to go on to Izmikshir by way of Ourtakoi and Dudur. From Igdi to Izmikshir the distance is 200 miles; from Izmikshir to Khiva 40 miles; so that if they came to Izmikshir on May 13, as was anticipated, the day on which I am writing this may find them encamped under the walls of the ancient capital of Khiva. At all events, the corps has been marching more rapidly than could have been foreseen, even official orders granting it a week more to reach the Amou than the time in which the feat has been probably accomplished. A small skirmish they had with some Turcomans before establishing themselves at Igdi did not, of course, retard their march for many hours. The natives were soon routed, and being accompanied by their herds and flocks had no alternative but to purchase peace at the expense of 1,000 camels and several thousand heads of cattle. Private intelligence induces the belief that Colonel Lomakine, the commander of the Kinderli column, is likewise making his way onwards with uncommon speed. Like Colonel Markosoff, the commander of the Krasnovodsk column, he finds that there is even more water in the Steppe at the beginning of spring than he had hoped, and, as he has fallen in with but little snow, it is very likely he and the rest of the south-western detachments may travel further east than they thought, and perhaps penetrate to the very confines of the colonized country on the Amou. What Colonel Lomakine's destination exactly is nobody knows, there being rather more than the usual variety of official statements respecting it. Some weeks ago we were given to understand that the Colonel would march from Mangishlak, his usual quarters, to meet the Orenburg (or Emba) detachment under General Verekine at Lake Aral. But all at once it appeared that he had embarked at Fort Alexandrovsk, on the peninsula of Mangishlak, and coasting along the Caspian shores for 200 miles, landed at Kinderli, where he was reinforced by strong detachments from the Caucasus. At the very time that the first version of his march was thus proved inaccurate, a new version was circulated, which, to say the least, has thus far not been confirmed by fact. No sooner had he arrived at Kinderli than it was allowed to transpire that he would march to Igdi, there to rendezvous Colonel Markosoff. But now we hear that Colonel Markosoff has been at Igdi without either finding or waiting for Colonel Lomakine. Private sources, moreover, acquaint us that Lomakine, having discovered a short cut to the Amou, is rapidly marching due east, and has detailed only a small force to wend south to look after the natives.

With regard to the defensive preparations of the Khirgese we have only Russian news, and this almost as contradictory as what they tell us about themselves. One day we are told that the Urgu promontory, on the south-western shores of Aral, has been appointed as a meeting-place of all ablebodied men. A little later the scene is shifted to the south-east of Aral, and Klitch, in the Dankara oasis, represented as the place where the native troops are being massed. Both statements come to us with equal authority, which is true? Pending reliable information, it is a most interesting circumstance that the two published versions agree in representing the Khivese as intending to abandon the capital, or what is much the same, avoid a decisive battle, if they could take their so-called metre gauge; and as, according to Mr. Fowler, a reduction of the gauge from 3 ft. 6 in. to 2 ft. 9 in. would, in India, make a difference in cost of £110 per mile, a reduction to 3 ft. 3 in. would rateably reduce the cost by nearly £37 per mile, thereby raising the total saving to £821 per mile, or to £1,021 per mile, according as the economy possibly referable to sharper curves be, or be not, taken into account. Perhaps the fairest plan will be to split the difference, and to assume that, as a general rule, a railway in India on the metre gauge would be cheaper than an equally substantial line on a 5 ft. 6 in. gauge by £921, or, in numbers rounded by the addition of the capitalized value of a further saving on annual repairs by £1,000 a mile.

Now the programme of the Indian Government for State railways contemplated the construction in all of about 10,000 miles of such lines. By making them, therefore, on the metre, instead of on the standard gauge, Government might confidently reckon on a saving of very little, if at all, less than ten millions sterling. It had, as was at the outset admitted, but one solitary reason for its choice between the two gauges; but that reason was of the vast pecuniary weight just mentioned, and will surely henceforth be admitted to be sufficient, unless it can be shown to be counter-balanced by other considerations.

It will scarcely be argued that the transport of the utmost amount of traffic to be expected on any of the contemplated lines would be beyond the capacity of the metre gauge. On the contrary, there are, probably, few who will not admit that, if railway construction in India were now being for the first time introduced, it might be wiser to have all, even of the existing lines, that is to say, all those of the guaranteed companies, either on the metre gauge, or, at any rate, on some gauge a good deal narrower than the present Indian standard—say, for example, on one of 3 ft. 6 in. If the traffic on the existing guaranteed lines were anything like what it was originally expected to be—were of anything like the amount for which the lines were designed, and on which the original shareholders fondly reckoned—they would surely be yielding much more nearly 10 per cent. than 5 per cent. on their cost. Whatthey are on an average really yielding is, however, less than 3 per cent.; whence it may be safely inferred that their present traffic is certainly not three-fifths, and is most probably not three-tenths, of what, with their actual standard gauge, they could carry; nor, therefore, more, if indeed nearly so much, as they could carry, if their gauge were less by two-fifths than the standard gauge. But, if this narrower gauge would suffice for the traffic of the existing guaranteed lines, of course it would be more than sufficient for that of the projected State lines, which, in a commercial sense, are so much less promising.

A narrow gauge being then plainly sufficient for the State lines, regarded by themselves separately, and without reference to any larger system with which they might be connected, the only objection to the adoption of such a gauge is that of the disadvantages of break of gauge. The extreme gravity of those disadvantages need not as yet be questioned. For the present, and for the sake of argument, they may be admitted to the fullest extent that any one may desire; for, in regard to the immediate issue, there is no place for any argument arising out of them.

The position of the Indian Government, when first conceiving its State railway policy, may be sufficiently understood from what the position is now: to wit, as follows. On about ninety millions sterling, expended by railway companies on about 5,000 miles of open railway, it guarantees interest to the extent of four millions and a half per annum; while the net earnings of all the guaranteed lines, in the last year for which returns have been received, were somewhat less than £2,840,000; leaving £1,660,000 for the Indian tax-payer to make up. On the reasonable supposition that the rates and fares of the guaranteed railways are fixed with a view to the production of the largest possible revenue, their gross earnings may be regarded as representing what the people of India, for whose benefit the railways were made, are willing to pay for such benefits; in other words, what, in their opinion, these benefits are worth. By being made to pay for the said benefits £1,660,000 over and above the amount represented by the gross earnings, they are plainly paying £1,660,000 more than the persons who use the railways, and who ought to be tolerably good judges of that particular point, do believe the said benefits to be worth.

Whether the Indian Government was warranted in forcing railway blessings on its subjects at a price so far above the market-rate may be an open question; but there can be no doubt that to such forcing there ought to be a limit. Most assuredly it can be no just ground of reproach against the Government to have been satisfied with compelling its subjects to pay so exorbitantly for the use of the 5,000 miles of railway already made, and to have determined, with respect to the 10,000 remaining to be executed, that they should, if possible, be constructed so cheaply, that the receipts from customers would suffice to pay full interest on their cost without requiring to be supplemented out of taxes. But, even with all the extra cheapness attendant on the narrow gauge, scarcely any of the projected State lines are expected to be quite cheap enough for this; indeed, were it not that they are expected to be strategically and politically, as well as commercially, useful, scarcely any of them could, consistently with the Government's present sense of duty, have been permitted to be made. But under such circumstances for Government to allow the cost of the railways to be increased by ten millions sterling, in order to avoid the evils, however great they might be, of break of gauge, was plainly out of the question. The choice did not lie between narrow gauge and broad gauge, but between narrow gauge and no railways at all; and those who disapprove of such limitation of choice must be prepared to prove that the break of gauge, however bad it may be, is not still an important improvement upon the previously-existing break between railways and common roads.

Thus much in regard to the preliminary and more comprehensive question. But although the narrow gauge may be the more suitable for Indian State railways generally, there may be particular localities for which owing to particular circumstances the broad gauge would be better adapted; and an opinion is widely spread, and authoritatively maintained, that one such locality is the territory included within what may be termed the Punjab Railway system. The arguments in support of that opinion have been urged with equal force and fairness by Mr. Fowler. That gentleman is not one of those who deem it sufficient to demonstrate the truism, that for all carrying purposes a broad is, *ceteris paribus*, superior to a narrower gauge. He has distinctly recognised that, "in some districts of India, the population is so sparse, the goods for railway transit so few, and the probability of much increase so remote, that cheap narrow-gauge railways may be introduced with financial and local advantages;" and he has, with equal explicitness further stated, with special reference to the Indus Valley, that, were it not for certain sections of railway having already been constructed there, he should have "found very little difficulty in deciding in favour of a narrow-gauge line, from its suitability to the very light traffic of that district, and also from its presenting one point of contact only—namely, viz. at Lahore—with the standard gauge." He apprehends, however, in common with all other objectors to this part of the Government plan, that the fact of two sections—both on the standard gauge—already existing, one from Lahore to Mooltan, and the other from Kotree to Kurrachee, would, in the event of the other sections being constructed on a narrow gauge, necessitate extra expenditure so heavy as to more than neutralize the economy immediately attendant on such construction. It is essential for the vindication of Government that these apprehensions should be shown to be groundless.

The case stands thus: Continuous railway communication from Peshawur to Kurrachee, a distance altogether of 1,092 miles, being the desideratum, two sections, namely, from Lahore to Mooltan, 214 miles, and from Kotree to Kurrachee, 105 miles, 319 miles together, have been made: while two, namely, from Peshawur to Lahore, 280 miles, and from Mooltan to Kotree, 493 miles, together 773 miles, remain to be made.

Now the total saving obtainable on there two latter sections by the adoption of the metre gauge, instead of the 5 feet 6 inches gauge, has been calculated in detail by Mr. Fowler, and also by Mr. Lee Smith, with results which, after certain necessary corrections for inaccuracies in matters of fact, may be exhibited as follows:—

	£
Land	10 per mile.
Earthwork	100 ,,
Bridgework	50 ,,
Sleepers and ballast	200 ,,
Total	£360 ,,

By Mr. Fowler, who omits to take land into account, the other savings are calculated as follows:

	£
Earthwork	37 per mile.
Bridgework	33 ,,
Sleepers, ballast, and laying	503 ,,
	£623 ,,
Or, with addition for land of	10 ,,
Total	£633 ,,

	£
Taking the mean between these totals, viz.	497
And adding, as Mr. Fowler does, for diminished cost of engineering and agency	87
And, as Mr. Hawkshaw does, for saving in maintenance and renewal of permanent way, at £10 per mile, capitalized at 20 years' purchase	200
There is a fresh total of	£784

which may be fairly claimed as representing (according to the average of the judgments of these authorities) the superior cheapness of an Indian railway of 3 ft. 6 in. gauge over one of 5 ft. 6 in. gauge. Mr. Hawkshaw, indeed, considers that a further saving of £200 a mile should be allowed as obtainable by the use of sharper curves; and, as among the State railways contemplated there are some like the Carwar-Hooblee, Khundwa-Indore, and Lahore-Peshawur lines, traversing exceedingly hilly and even mountainous tracts, the allowance does not seem too great, and, being added to the sum of the previously-mentioned items, would bring up the total to £984 a mile.

Another saving of £200 a mile is conceded by Mr. Hawkshaw, under the head of locomotives, but as, although including this in his estimate, he shows apparently conclusive reasons why it ought not to be included, it will here be disregarded, nor will the comparative trifle of £12 per mile, allowed by Mr. Fowler on the same account, be taken credit for.

After all reasonable deductions then, the saving obtainable by the adoption of a 3 ft. 6 in. gauge is, according to the verdict of by no means over-favourable judges, at least £784, if not £984 per mile. But the gauge actually selected by the Indian Government is one of 3 ft. 3 in., or the so-called metre gauge; and as, according to Mr. Fowler, a reduction of the gauge from 3 ft. 6 in. to 2 ft. 9 in. would, in India, make a difference in cost of £110 per mile, a reduction to 3 ft. 3 in. would rateably reduce the cost by nearly £37 per mile, thereby raising the total saving to £821 per mile, or to £1,021 per mile, according as the economy possibly referable to sharper curves be, or be not, taken into account. Perhaps the fairest plan will be to split the difference, and to assume that, as a general rule, a railway in India on the metre gauge would be cheaper than an equally substantial line on a 5 ft. 6 in. gauge by £921, or, in numbers rounded by the addition of the capitalized value of a further saving on annual repairs by £1,000 a mile.

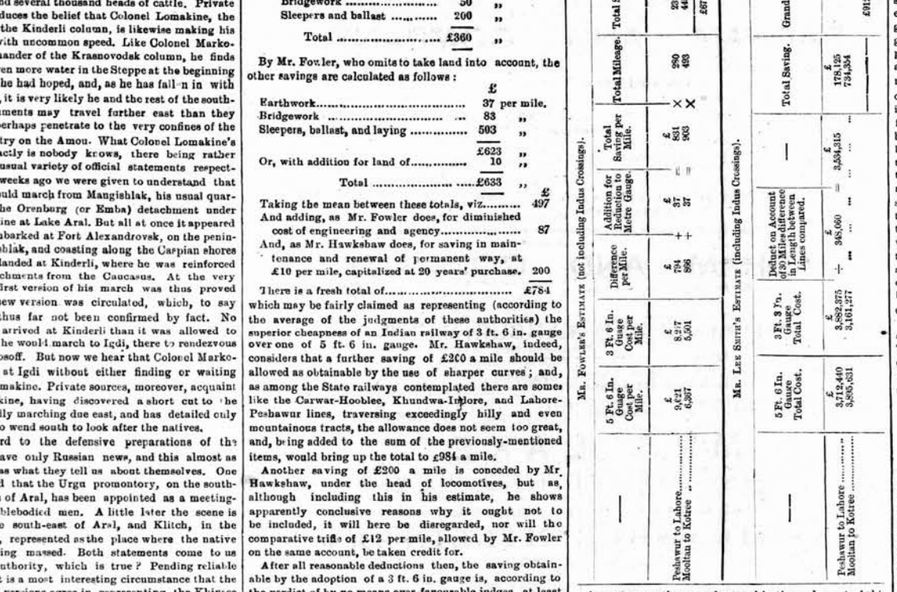
Now the programme of the Indian Government for State railways contemplated the construction in all of about 10,000 miles of such lines. By making them, therefore, on the metre, instead of on the standard gauge, Government might confidently reckon on a saving of very little, if at all, less than ten millions sterling. It had, as was at the outset admitted, but one solitary reason for its choice between the two gauges; but that reason was of the vast pecuniary weight just mentioned, and will surely henceforth be admitted to be sufficient, unless it can be shown to be counter-balanced by other considerations.

It will scarcely be argued that the transport of the utmost amount of traffic to be expected on any of the contemplated lines would be beyond the capacity of the metre gauge. On the contrary, there are, probably, few who will not admit that, if railway construction in India were now being for the first time introduced, it might be wiser to have all, even of the existing lines, that is to say, all those of the guaranteed companies, either on the metre gauge, or, at any rate, on some gauge a good deal narrower than the present Indian standard—say, for example, on one of 3 ft. 6 in. If the traffic on the existing guaranteed lines were anything like what it was originally expected to be—were of anything like the amount for which the lines were designed, and on which the original shareholders fondly reckoned—they would surely be yielding much more nearly 10 per cent. than 5 per cent. on their cost. Whatthey are on an average really yielding is, however, less than 3 per cent.; whence it may be safely inferred that their present traffic is certainly not three-fifths, and is most probably not three-tenths, of what, with their actual standard gauge, they could carry; nor, therefore, more, if indeed nearly so much, as they could carry, if their gauge were less by two-fifths than the standard gauge. But, if this narrower gauge would suffice for the traffic of the existing guaranteed lines, of course it would be more than sufficient for that of the projected State lines, which, in a commercial sense, are so much less promising.

A narrow gauge being then plainly sufficient for the State lines, regarded by themselves separately, and without reference to any larger system with which they might be connected, the only objection to the adoption of such a gauge is that of the disadvantages of break of gauge. The extreme gravity of those disadvantages need not as yet be questioned. For the present, and for the sake of argument, they may be admitted to the fullest extent that any one may desire; for, in regard to the immediate issue, there is no place for any argument arising out of them.

The position of the Indian Government, when first conceiving its State railway policy, may be sufficiently understood from what the position is now: to wit, as follows. On about ninety millions sterling, expended by railway companies on about 5,000 miles of open railway, it guarantees interest to the extent of four millions and a half per annum; while the net earnings of all the guaranteed lines, in the last year for which returns have been received, were somewhat less than £2,840,000; leaving £1,660,000 for the Indian tax-payer to make up. On the reasonable supposition that the rates and fares of the guaranteed railways are fixed with a view to the production of the largest possible revenue, their gross earnings may be regarded as representing what the people of India, for whose benefit the railways were made, are willing to pay for such benefits; in other words, what, in their opinion, these benefits are worth. By being made to pay for the said benefits £1,660,000 over and above the amount represented by the gross earnings, they are plainly paying £1,660,000 more than the persons who use the railways, and who ought to be tolerably good judges of that particular point, do believe the said benefits to be worth.

Whether the Indian Government was warranted in forcing railway blessings on its subjects at a price so far above the market-rate may be an open question; but there can be no doubt that to such forcing there ought to be a limit. Most assuredly it can be no just ground of reproach against the Government to have been satisfied with compelling its subjects to pay so exorbitantly for the use of the 5,000 miles of railway already made, and to have determined, with respect to the 10,000 remaining to be executed, that they should, if possible, be constructed so cheaply, that the receipts from customers would suffice to pay full interest on their cost without requiring to be supplemented out of taxes. But, even with all the extra cheapness attendant on the narrow gauge, scarcely any of the projected State lines are expected to be quite cheap enough for this; indeed, were it not that they are expected to be strategically and politically, as well as commercially, useful, scarcely any of them could, consistently with the Government's present sense of duty, have been permitted to be made. But under such circumstances for Government to allow the cost of the railways to be increased by ten millions sterling, in order to avoid the evils, however great they might be, of break of gauge, was plainly out of the question. The choice did not lie between narrow gauge and broad gauge, but between narrow gauge and no railways at all; and those who disapprove of such limitation of choice must be prepared to prove that the break of gauge, however bad it may be, is not



Assuming, on the grounds stated in the early part of this paper, the rate of saving to be £1,000 per mile, the total saving by constructing both the Lahore-Peshawur, and the Mooltan-Kotree sections on the metre, instead of the standard, gauge will be £773,000. By the engineers of the Indian Government it is, according to the latest advices, estimated at £750,000.

To recapitulate—the total saving by the adoption of the metre gauge on the two sections in question is estimated

	£
By Mr. Fowler at about	680,000
By Mr. Lee Smith at a little more than	900,000
By the Engineers of the Indian Government	750,000
On a balance struck between Mr. Fowler and Mr. Hawkshaw it may be taken at	770,000

In the calculations about to be made, the figures employed will be those of Mr. Fowler, as being the least favourable to the Government.

The two existing sections of the Punjab system being on the standard gauge, if the one metre gauge section is to be interposed between them, and another placed as an outside link of the whole chain, the combination of the four sections will result rather in a series of most inconvenient dislocations than in anything deserving to be styled a system, unless each of the standard gauge sections be either fitted with a third rail, or have one of its rails taken up and re-laid on the metre gauge. Mr. Fowler recommends, as the next best plan to the standard gauge throughout, that a third rail should be laid from Lahore to Mooltan, and that the rails between Kotree and Kurrachee should be re-laid at metre distance; and the cost of the two operations is estimated by him at £327,177, which, being deducted from the saving of £680,000, obtainable by making the two new sections on the metre gauge, would leave a balance of only £352,823.

The necessity for this deduction is not to be gainsaid; but Mr. Fowler likewise demands another of £320,700, for the provision of rolling stock for working through traffic on the narrow gauge between Mooltan and Lahore, and also for an extra supply of narrow-gauge rolling stock from Kurrachee to Peshawur for military contingencies; and this demand he makes on the assumption that the narrow gauge employed is to be 3 ft. 6 in. If he had assumed a metre gauge, his claim would have been proportionately increased.

By deducting, however, only the lesser sum actually stated, he would bring down the original saving of £680,000 to about £30,000; and it must, in candour, be owned that not only does Mr. Lee Smith but likewise General Strachey, Colonel Dickens, and Mr. Meadows Rendel, whose bias may reasonably be supposed to be towards the Government plans, quite concur in recognising the principle on which the greater part of this second deduction of Mr. Fowler's is proposed by him to be made.

Nevertheless, and notwithstanding so imposing an array of adverse authority it is respectfully submitted that not the smallest deduction on this account ought to be allowed.

Considering first, the section from Mooltan to Lahore, the existing quantity of broad-gauge rolling stock thereon either is sufficient for all expected traffic, whether through or local, or it is not. If it is not, then in case the broad gauge had been adopted for the adjoining sections also, it would have been indispensable to provide additional broad gauge rolling stock for the Mooltan-Lahore section; the cost of which addition would certainly have been at least equal to that of the quantity of metre-gauge stock requisite in order to render the total amount of rolling stock, broad and narrow, capable of conveying all the traffic on a mixed gauge. If, on the other hand, the present quantity of broad-gauge rolling stock be sufficient, then, when supplemented by a quantity of metre-gauge rolling stock for use on a mixed gauge, the total of broad-gauge stock would obviously be in excess of the quantity required, to the exact extent to which it had been supplemented by narrow-gauge stock; and the difference would be available for sale or transfer to the broad-gauge lines, the sale proceeds or appraised value serving as a complete set-off against the money spent on the narrow-gauge stock.

Similarly, for the Lahore-Peshawur section, the cost of providing rolling stock sufficient for ordinary traffic would be the same, whether the gauge were broad or narrow, or the difference, if there were any, would be in favour of the metre-gauge; so that, whatever necessity there was for providing additional stock for military contingencies, the necessity would be the same for both gauges, the cost also being the same, or, if anything, less for the narrow gauge. It is thus abundantly clear that, in comparing the cost of the proposed mixed gauge with that of the standard gauge for the entire Punjab system, there is no valid reason for augmenting the former with one penny on account of extra rolling stock; and, the addition made on that account by Mr. Fowler being withdrawn, the saving by the adoption of the mixed gauge remains, as virtually admitted by himself, at £352,823.

Here, however, it must be pointed out that all comparisons hitherto made, whether by Mr. Fowler or others, between broad and narrow gauge for the Punjab, have proceeded on the supposition that the Punjab railway system will be complete when, by the filling up of the present gap between Kotree and Lahore, and by an extension from Lahore to Peshawur, a continuous trunk line shall have been formed from the last-named town to the port of Kurrachee. This, however, is by no means the case. The purposes which the Punjab system of railways has in view are rather strategical than commercial, and will be very imperfectly answered, unless one branch at least be led off westward from the trunk line. The branch particularly referred to is one of about 180 miles, starting from Sukkur, on the Indus, and terminating, in the first instance, at Dadur, at the mouth of the Bolan Pass. This is a work almost certain to follow very speedily upon the completion of the trunk line, and all the more speedily by reason of the sense of common interest which is fast growing up between British India and Afghanistan in view of Russia's portentously rapid progress in Central Asia. It is further to be noted, that the connection of the Indus Valley railways with those of Rajpootana is a project regarded by the Indian Government as one which may deserve to be undertaken at some future period. The aggregate length of these prospective lines could scarcely be less then 400 miles; and as the determination of their gauge would obviously depend upon the one selected for those of the Indus Valley, the choice of the metre gauge instead of the standard for these latter would, taking £1,000 a mile as the difference of cost between the two, occasion a saving of £400,000 upon the prospective lines. Of this additional sum however only the £180,000 assignable to the Dadur line shall here be taken into account; but that much being added to the £352,823, with which the narrow gauge has already been shown to be on Mr. Fowler's principles entitled to be credited in respect to the Punjab will raise the total saving consequent on its adoption in that quarter to £532,823.

This being premised the inquiry may now be made as to what extent such large pecuniary advantage would be counterbalanced by the disadvantages consequent on break of gauge. Here it is at the outset to be observed that the disadvantages in question, consisting mainly in what may, with respect to passengers as well as goods, be termed break of bulk by change of carriages, would, so far as import traffic is concerned, be only partially obviated by the adoption of a light standard, instead of a light metre, gauge. The only railway that abuts on the Punjab from the east being, like all other railways of the guaranteed companies, laid with rails heavier by one-third than those proposed for the Punjab, even by the advocates of the broad gauge, their proportionably heavier engines could not travel on the Punjab light lines without ruining them. All through-traffic entering the Punjab from the eastward would, therefore, have to change engines, if not carriages; and the trains of carriages, if not changed, would have to be broken up and divided into shorter trains, in order to admit of their being hauled by the less powerful engines, of the light lines. On the other hand, the export traffic trains, when entering on the heavy lines to the eastward, would either continue to be hauled by light engines unequal to heavy-line speed, or, if taken in tow by heavy-line engines, would be hauled by those engines at the expense of considerable waste of power.

Still, it cannot be denied that some evil would be attendant on the break of gauge. All that is desired is to prevent its being exaggerated. An endeavour will now be made to determine as nearly as possible its real amount.

The evil in the case of the Punjab is of two kinds—mercantile and strategical; for the inconvenience to which private passengers might be subjected by having to change carriages once in a long journey is as little worthy of serious consideration as that which all suffer through having occasionally to take a cab to a station instead of being able to enter a train from our own doorstep. As regards goods, the gravity of the evil may be measured by the quantity of goods that would have to be transladen. There are two points at which such translading might take place, Lahore and Mooltan; at Lahore, of goods either arriving from the north and proceeding in the direction of Umritsur and Delhi, or arriving from Umritsur, for places beyond, and proceeding towards Peshawur; at Mooltan, either of goods arriving from the south and destined for ulterior conveyance by the broad gauge east of Lahore, or of goods which, having been brought by the same lines to Lahore for conveyance to places south of Mooltan, had not been transferred to the narrow gauge at Lahare, and therefore required to be so transferred at Mooltan. Now, of these last two descriptions of goods the quantity may be safely pronounced to be *nil*. According to the latest trade statistics, the total imports in Mooltan from all places east of Lahore was in 1870-71 only 10,530 tons, the exports from Mooltan to the same places being under 2,400 tons; and a glance at the map will suffice to show that no appreciable portion of this insignificant traffic can have emanated from, or been destined for, the half-desert tracts extending for a considerable distance to the south of Mooltan.

At Lahore, the other point of meeting of the gauges, the state of things is somewhat, but not materially, different. The quantity of traffic passing through that city in 1870-71, either from the eastward towards Peshawur, or eastwardly from Peshawur and places intermediate, was, according to the same statistical tables, as follows:—

Imports	414 tons.
Exports	112 ,,
Total	526 ,,

Supposing that, on the completion of the Lahore and Peshawur railway, there quantities will be doubled—becoming a total of 1,052 tons; and that the outturn of the Jhelum salt mines will simultaneously rise from 40,000 to 100,000 tons, and that not more than one-half of this quantity will either be consumed within the territory of the five rivers or sent westward into Afghanistan, the other half being exported in the direction of Delhi, notwithstanding that only 13,000 tons seem to be as yet so exported annually, and notwithstanding also that it will thereupon come almost immediately into competition with the produce of the Sambhur Lake, even then, and after all this amplification, the aggregate traffic compelled by break of gauge to break bulk at Lahore will be no more than 51,052 tons. Now fourpence per ton is pretty generally considered to be the maximum representative in cash of the commercial ill-effects of break of gauge; fifty-one thousand and fifty-two fourpences, therefore, or £850 a year, or interest at £5 per cent. on a principal of £17,000, represents the utmost commercial harm that can be expected to be done by break of gauge between the railway systems of the Punjab and of the rest of India. The considerations that recommend an extra outlay of between five and six hundred thousand pounds to prevent £17,000 worth of harm must needs be other than commercial.

The strategic considerations are these:

First. With the Punjab lines on the metre gauge, all troops and military stores arriving at Lahore, *en route* either for places south of Mooltan or for places in the direction of Peshawur, would have to change carriages at Mooltan or Lahore. Secondly. However grave the emergency, only the bare rolling stock of the Punjab lines themselves will be available for transport upon them; whereas, if those lines were broad-gauge their rolling stock might be supplemented to any extent by draughts upon the 5,000 miles of broad-gauge lines eastward of the Indus. This is the character of the strategical evils. Their imagined importance may of course be magnified or diminished at pleasure, and there will perhaps be no great difficulty in showing that their importance is somewhat unduly magnified by those who, like a distinguished member of this institution, "take for granted" that a prominent motive for establishing continuous railway communication between Peshawur and Kurrachee is the facility which will thereby be afforded "for moving large masses of troops, and for concentrating them in particular districts in the quickest possible time." The only conceivable contingencies in which the presence of large masses of troops will be required in the Punjab are such as like, for instance, a Russian invasion, cannot fail to cast their shadows before them so long beforehand, as to allow the Indian Government, at least leisurely and with the most complete deliberation, not only to mass whatever troops, artillery, and military stores might be deemed necessary at Lahore as a basis of operations, but also to distribute troops fully equipped amongst whatever advanced posts it might think proper to occupy. The time to forward the broad gauge railways of the main Indian system would never have to bring up troops to be passed on through Lahore without stopping. Their share in the business of the campaign would consist in maintaining at its proper complement the reserve of men and material at Lahore. Or if, in some unforeseen emergency, a regiment ever did arrive by rail at Lahore requiring to be sent forward immediately, the only time lost would be the half-hour or so spent by the men in walking from the broad-gauge train to